

WALHALLA HISTORIC AREA MANAGEMENT PLAN



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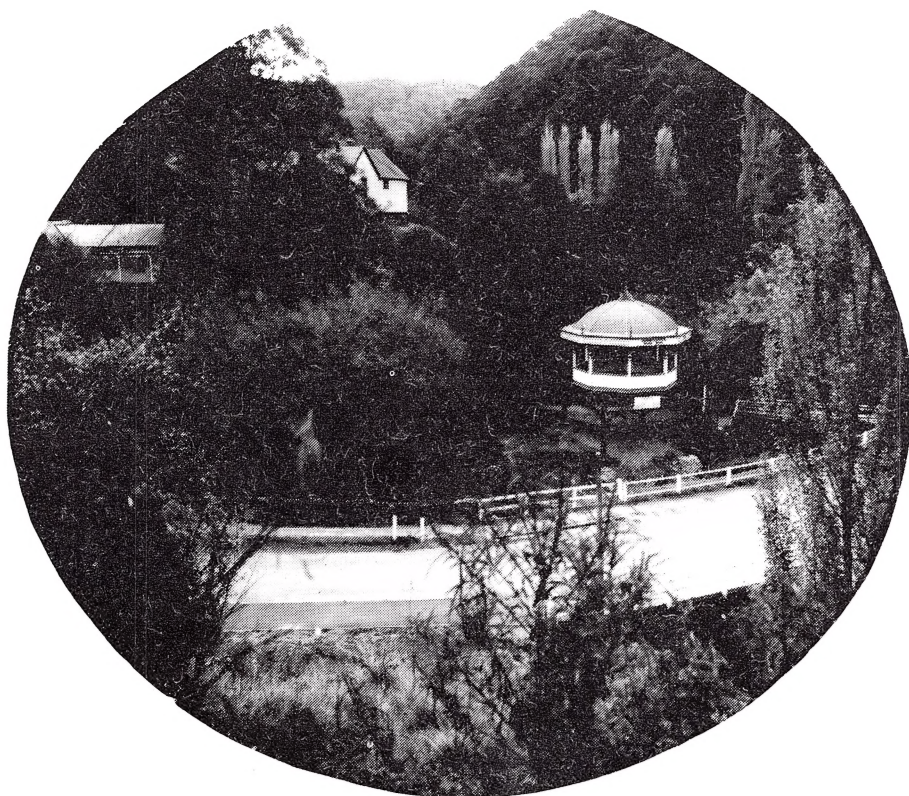
Cover:

The unexpectedness of a flourishing township in the heart of isolated and beautiful mountain country made Walhalla one of the most photographed Victorian towns. This turn of the century view shows the main residential area which was built along the left hand branch of Stringers Creek. The Band Rotunda and the Freemasons Hall (see opposite) are among the few remaining buildings.



WALHALLA HISTORIC AREA MANAGEMENT PLAN

July 1988



SHIRE OF NARRACAN



DEPARTMENT OF CONSERVATION, FORESTS AND LANDS



LATROBE REGIONAL COMMISSION

FOREWORD

The Walhalla Historic Area has significant historic and cultural values which are well known. Considerable portions of it have been listed on the Register of the National Estate and classified by the National Trust. The Post Office and Windsor House are listed on the State Government's Register of Historic Buildings.

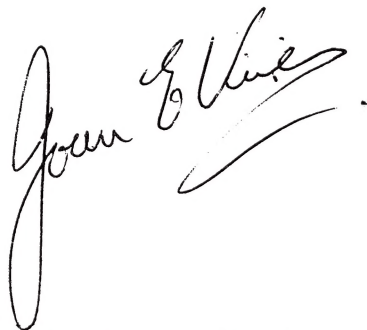
Walhalla is picturesquely located in a narrow mountain valley and due to its remoteness has special conservation problems. It is also a living township with permanent residents and weekenders alike. This Management Plan follows on from the draft plan released for public comment in December 1986. It addresses a large number of issues and conflicts including tourism, mining, residential development, historic conservation and the role of interested groups. From this, management prescriptions are recommended at the end of each topic and these aim to achieve effective management of the resources.

This Plan is also a first in that it covers both public land and private freehold land within Walhalla township and the surrounding Historic Area. The preparation of the Management Plan was enthusiastically and financially supported by both the Shire of Narracan and Latrobe Regional Commission, as well as by my Department.

It should be recognised that planning is an on-going process and that additions or amendments to the plan may be required in the future; such changes would be made only after consultation with the Walhalla Historic Area Advisory Committee.

The Planning Team responsible for the preparation of this plan is to be congratulated for producing a readable plan covering complex issues and which involved considerable public input.

I commend this Plan to you.

A handwritten signature in black ink, appearing to read 'Joan E Kirner', with a long, sweeping underline.

JOAN E KIRNER
Minister for Conservation, Forests and Lands

July 1988

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ACKNOWLEDGEMENTS

The draft plan of management was prepared by Mike McCrabb in consultation with the Project Steering Committee:

David Thege	Shire of Narracan
Graham Code	Councillor
Jane Lennon - Don Thomson	CFL
Bill Ashworth - Paul Dow	Public members

Their assistance and guidance, beyond their duty as committee members, with the project and in preparing the plan is gratefully acknowledged.

The final draft was edited by Mary Clark and the cartography was prepared by the Latrobe Regional Commission.

PART I - INTRODUCTION

The Walhalla Historic Area is in south eastern Victoria, 49 kilometres north of Moe in the Latrobe Valley (see Figure 1). The town itself now consists of about 72 hectares, while the surrounding Historic Area comprises 2,500 hectares. It was gazetted as an Historic Area by the Governor in Council in 1983 following recommendations by the Land Conservation Council (LCC) in 1977.

Walhalla lies in the narrow valley of Stringers Creek and is set amidst steep hills of open forest. The Walhalla Historic Area is defined by the Thomson River, the adjoining Baw Baw National Park and the Maidentown and Mormontown tracks as shown in Figure 2. Gold was mined here between 1863 and 1915.

Today Walhalla has a dozen permanent residents. It has no mains electricity and few of the usual amenities associated with small towns. However there are many part-time residents occupying holiday houses and thousands of visitors each year.

The Walhalla Historic Area contains a large number of historic places of regional and State significance. Owing to the lack of development it has an atmosphere of untouched charm. In recent years some of the abandoned gold mines have been re-opened for exploration.

The Walhalla Historic Area is managed by the Shire of Narracan and the Department of Conservation, Forests and Lands (CFL) as well as several committees, groups and other authorities. Planning and management has been co-ordinated through the Walhalla Historic Area Advisory Committee.

This management plan addresses a large number of issues and conflicts including tourism, mining, residents, historic conservation and the role of interested bodies. From this, recommendations are made to achieve sound management of the resources.

The Planning Process

The purpose of this management plan is to:

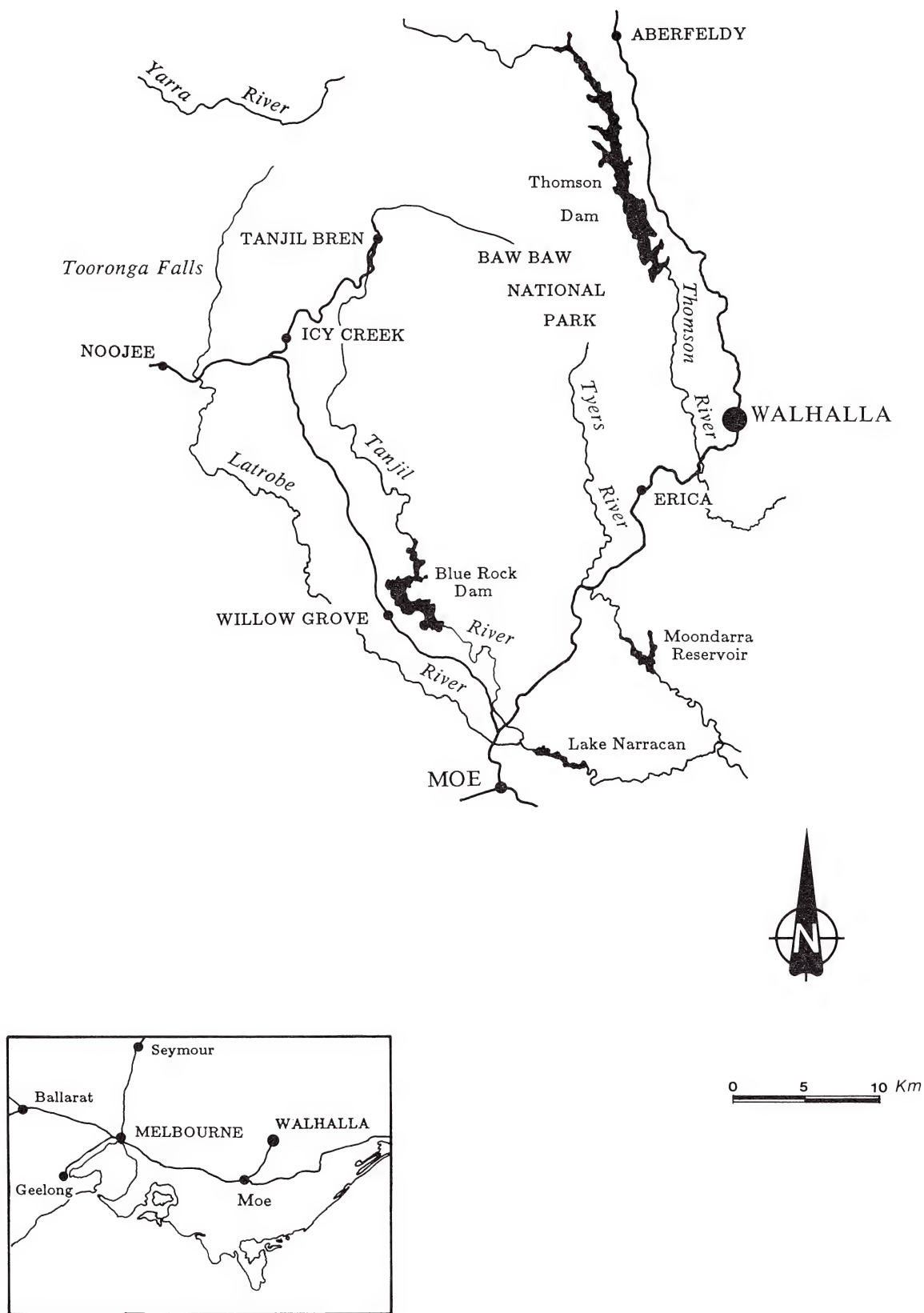
- Provide clear direction for the conservation and use of the Walhalla Historic Area for the next five to ten years
- Identify priorities for the allocation of available resources
- Help reconcile conflicting interests and activities
- Facilitate public understanding of and involvement in the planning process

The planning program for the Walhalla Historic Area began in June 1980 when, at the instigation of the Heritage League, the Shire of Narracan called a meeting to discuss the future management of Walhalla. As a result of this meeting the Walhalla Steering Committee was formed. It met in August 1980 and appointed a sub-committee to gather information and prepare an action plan on the future of Walhalla.

Recommendations from the Steering Committee led to the formation of the Walhalla Historic Area Advisory Committee (WHAAC) in December 1982. This committee assisted the Shire of Narracan in commissioning the *Walhalla Conservation Study* which was completed in October 1984.

The Management Plan for the Walhalla Historic Area provides detailed recommendations for the management of public land in and around Walhalla. It also suggests amendments to the Shire of Narracan Planning Scheme which should ensure that both documents are compatible.

Fig. 1 LOCATION



The Management Plan

The basis for this plan was established by the Land Conservation Council's *Final Recommendations for the Melbourne Study Area* (1976) and the *Walhalla Conservation Study* (1984). The plan consists of seven parts:

PART I is the *Introduction* to the plan.

PART II outlines *Management Objectives*.

PART III gives the *Background Information* including history, a statement of cultural significance, land status and management issues.

PART IV describes *Management Strategies* for the four primary and four secondary issues:

- Historic conservation

- Tourism

- Mining

- Interested groups

- Area protection

- Utilities and Services

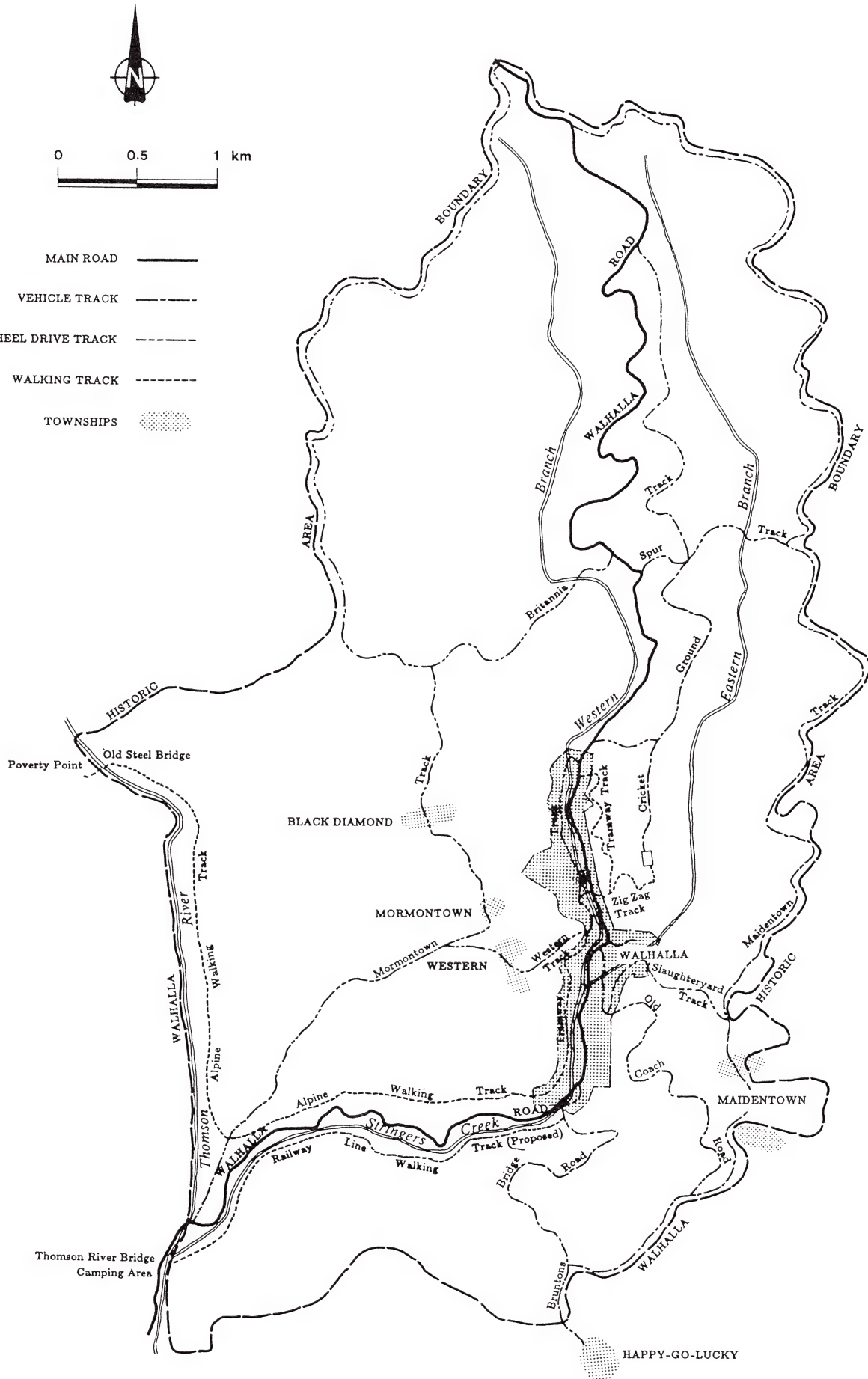
- Planning

- Works and operations

PART V describes the eight *Precincts* and two *Specified Land Units* which are managed as single entities.

PART VI comprises *Appendices* to the management plan and PART VII contains *References*.

Fig. 2 WALHALLA HISTORIC AREA



PART II - MANAGEMENT OBJECTIVES

It is essential that Victoria's heritage be preserved and protected, therefore the paramount management objective for the Walhalla Historic Area is:

- *To preserve and protect the historic places and surrounding environment associated with Walhalla's early mining history*

The general aims for the Walhalla Historic Area in addition to this are set out below. They provide long term goals for management as well as short term guidelines for current use.

Objectives:

- To create an atmosphere that will allow visitors to appreciate the significance of the Walhalla Historic Area
- To identify and promote Walhalla's significance on a national level as well as its significance as part of the eastern Victorian Goldfields
- To provide opportunities for recreation compatible with other objectives
- To promote Walhalla as an important regional recreation resource within the Alpine Rivers Tourist Area
- To encourage the development of Walhalla as a "living " town
- To protect the interests and aspirations of the residents
- To provide for utilisation, including mineral exploration, mining and timber harvesting, subject to agreement by the responsible authority
- To co-ordinate planning and resource management of both public and private land by the authorities concerned

Additional and more specific objectives are given in the introduction to each issue discussed in Part IV on Management Strategies. Management prescriptions are also listed under each topic.

PART III - BACKGROUND INFORMATION

History

There is a great deal of information available on the history of Walhalla from archival material, historical research and published books and brochures. Below is a brief account of this history from the mining period to the present day.

Finding Gold

The discovery of gold at Stringers Creek, Walhalla by Ned Stringer in January 1863 is part of the saga of the Victorian gold mining era. After Stringer made his find, the inevitable rush followed. By February many prospectors had staked claims along the creek and all the easily accessible gold was soon won. The reef responsible for the alluvial gold was located and named after John Cohen.

Cohens Reef ran from north to south on the western side of the creek. Many small claims were staked at creek level but gold at other depths presented problems to the smaller mines. These were soon taken over by larger companies which brought in batteries and treatment plants from May 1864 onwards.

Town Development

From this time, the population and development of Walhalla accelerated from 150 in 1865 to a peak of 4,500 between 1885 and 1895. Nearly half of these people lived nearby in the outer settlements of Maidentown, Mormontown, Western, Black Diamond and Happy-go-Lucky. The township of Walhalla, covering approximately 1,520 hectares, was proclaimed in 1895. It currently consists of 72 hectares as a result of dramatic official reductions, first in 1909 and lastly in 1983.

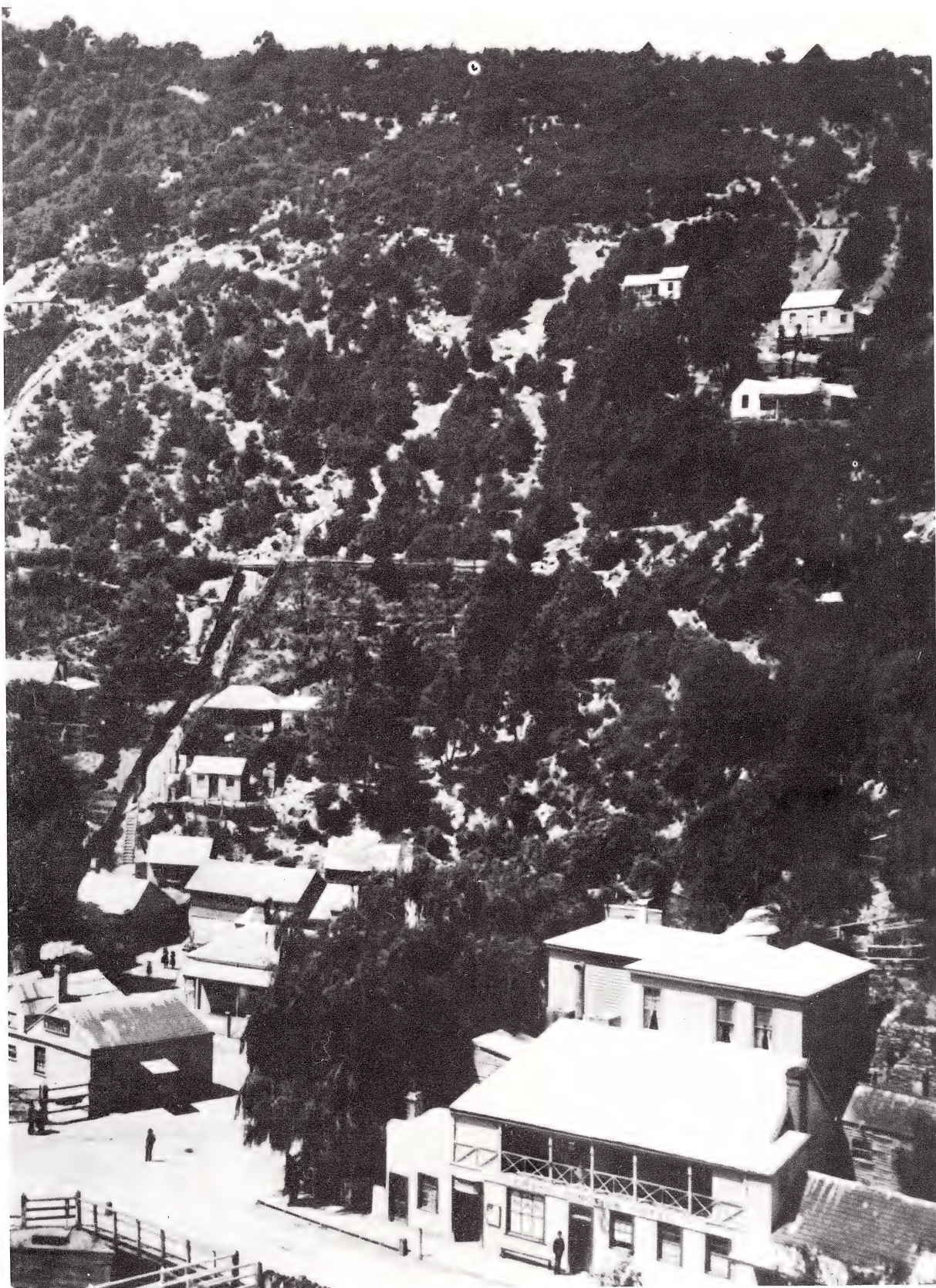
In its prime, Walhalla was a busy commercial centre with two banks, a post-office, police station, state school, hospital, Mechanics Institute, halls, four churches, 15 hotels and 40 shops.

Gold Mining

There were 15 mines working Cohens Reef. In total they produced close to one and a half million ounces of gold, making it the richest gold bearing reef in the world. The most famous companies were the Walhalla Mining Company (after which the town was named in 1866), the Long Tunnel Company and the Long Tunnel Extended Company. They occupied the richest section of the reef. The Long Tunnel Company became the wealthiest mining company in the world and still holds the record as the most successful mining company in Australia measured in yield per tonnes of ore crushed for a single company.

Walhalla's Decline

Mining prospered at Walhalla until the turn of the century, with development and gold production reaching a peak between 1885 and 1908. At the beginning of the 20th century, mines went deeper and huge amounts of timber were consumed for pit props and fuel. But good finds of gold were not forthcoming. This lack of success combined with falling gold prices, increased costs and shortage of labour at the outbreak of World War One led to the closure of the mining companies by 1914.



"Up and down the hillside cottages are perched in nooks and corners, like swallows nests on the face of a rock." So wrote Julian Thomas on first sighting Walhalla in 1886 (above). He was astonished to find such a well established township only 25 years after gold was first discovered. There were 149 houses and 55 store keepers and publicans. The extension to the Grand Junction Hotel had just been completed giving the building four floor levels, each with access to the ground. The Hotel was dismantled in 1918 and the materials used to build several residences in Allard Street, Traralgon. All that remains is the fireplace (Walhalla Historic Site No. 2).

The population of Walhalla declined from 2,061 in 1901 to 1,549 in 1911 and down to 235 in 1921. Many houses and businesses were removed via the newly constructed railway (opened in 1910). Others were abandoned and many were destroyed by fire. The remaining buildings after 1915 included one hotel (the Star), the two banks (which had both closed down by 1915), seventeen shops and the hospital which operated up to the end of the Second World War. Because of the demise of the town, Walhalla Shire merged with the Shire of Narracan in 1918.

Post Mining Period, 1915 - 1945

Gold mining continued in a small way until the Second World War but was never very successful. Mining activity in the town included works at the Long Tunnel Extended Mine (LTEM) as discussed in Precinct 5 (Part V).

Sawmilling became the most significant activity in the district with a mill being operated on the Long Tunnel Mine site from 1949 to 1970. The railway line to Walhalla closed in 1944 and the population continued to decline. It fell to 83 in 1947 and 54 in 1961.

There were many historic relics remaining from the mining period. Unfortunately several of these have been lost in the numerous fires and floods which have plagued the town since it began. Buildings such as the Star Hotel, the Mechanics Institute and the Bank of Australasia, as well as footpaths and bridges have been destroyed. The historic railway station was removed from Walhalla in 1941 and re-erected at Hartwell.

Recent Times

After the last flood in 1978 which caused considerable damage in the town, there has been a renewed interest in restoring and managing Walhalla as an historic tourist resource. This has led to improvements to roads and to historic conservation works and to studies on the management of Walhalla.

Statement of Cultural Significance

One of the most remarkable aspects of Walhalla is the extraordinary photographic record which exists almost from the beginning, clearly documenting the growth of the town, the effect of fire and flood, the boom time, the mass exodus and finally the drift into quiet isolation. These photographs serve to enhance the cultural significance of Walhalla in that they vividly illustrate so many aspects of life in one of Victoria's most inaccessible yet highly productive mining towns.

The Burra Charter of Australia ICOMOS defines cultural significance as meaning "*aesthetic, historic, scientific or social value for past, present or future generations.*" Aesthetically Walhalla no longer has the stripped hillsides of the early photographs nor the many shops and houses of the busy township, nonetheless, the past lives on in the familiar landscape and the man made reminders for future generations of a golden time in Victoria's history.

Historically Walhalla offers an important opportunity to examine the physical evidence of both mining methods and living conditions in an location that was so inhospitable the noted English novelist Anthony Trollope wrote of it; "I could not have believed there had been so much traffic across the mountains and through the forests had I not afterwards seen the things at Walhalla."

Individually the various historic sites and places within the Walhalla Historic Area are crucial to a scientific evaluation of the gold mining period. Of added interest is the ingenuity displayed in Walhalla by the residents in overcoming the steepness of the hillsides enclosing the town. The way houses, buildings, mines,

the cricket ground and even the cemetery were constructed says a great deal about the people who lived, worked and died in the valley.

Socially the value of Walhalla is almost impossible to assess. Nowhere else in Victoria combines an atmosphere of historical integrity in a setting of such outstanding natural beauty. In 1910 the town was frequently referred to by locals and visitors alike as 'the Switzerland of Australia'. The failure of the mines and the lack of work in the town has taken a heavy toll on what remains. The Walhalla Historic Area management today seeks to balance the needs of conservation, the demands of tourism and the expectations of the permanent and weekend residents without losing anything of the special atmosphere which makes it one of the treasures of our past.

Land Status

Land status involves the identification and ownership of land. In Walhalla there is considerable uncertainty regarding the ownership of land and buildings.

A land status report was prepared by CFL in 1985 to address these problems. This is being followed up by further investigations which will eventually resolve any confusion. The various categories of land and the associated problems are outlined below.

Unknown owner allotments - There are 41 allotments in Walhalla with no contemporary title holder. This problem dates back to the end of the mining period when people left the town and abandoned their homes and land. The owner may have died, been killed in a war or has no concern to follow up the title. Most titles still exist in the grantees name on the original Crown grant. With others there have been no subsequent dealings since the mining period.

Adverse Possession - This is a procedure under the Transfer of Land Act which allows the vesting of land in another person where there is no contemporary title holder. In general, ownership by adverse possession requires the fencing and exclusive occupation of an allotment and payment of rates for 30 continuous years. In Walhalla the majority of allotments without a contemporary title holder are adversely occupied. Claims have been lodged against 81 allotments, of which 39 may be valid.

Good Title - There are 96 allotments in Walhalla held under a title. The dealings have either been recorded after the mining period or a title has been produced by the owner.

Permissive Occupancies - There are 20 private buildings in Walhalla wholly or partially on public land, including the permanent reserve to Stringers Creek. Of these, nine are subject to permissive occupancy which is an administrative device used to give legal status. However, it is Government policy to phase out all current permissive occupancies by 1990 and remove most of the dwellings concerned.

A few of the permissive occupancies have historic value and their conservation beyond 1990 is desirable. CFL is currently investigating the situation to ascertain what will happen to these buildings after 1990.

Unauthorised buildings - There are a number of buildings which occupy public land without a permissive occupancy licence. The ownership is unclear and they are currently being investigated by CFL. Several of these buildings have historic value and should be preserved.

Public land - The remaining land in Walhalla is regarded as public land, some of which has been reserved for a particular purpose.

Management Issues

Walhalla presents a very difficult management problem to the relevant managing authorities, the community and concerned Government bodies. These problems arise from a number of causes including the historical development of the town, tourism, mining issues and the many groups interested and involved with the town.

Before the establishment of WHAAC and the conservation and management studies, there was a considerable absence of direction and co-ordination between these different agencies. This, combined with a lack of research prior to works being carried out, contributed to the deterioration of Walhalla. With regard to all works, development and planning, the overriding consideration must be the necessity to protect the historical nature of the town.

Tourism and mining management must also emphasize the need for historic conservation. Tourism in this context should be encouraged and mining activities confined to specified sites wherever possible. Mining companies should be directed to preserve historic mining artefacts. This requires good liaison between the mining company and the managing authorities. Guidelines are needed to reduce the impact of mining on tourism and to promote mining as a tourist resource.

The resolution of land status will allow the managing authorities and individuals to identify ownership of areas for which the Shire and CFL have management responsibility.

Although the formation of WHAAC and the initial studies (Sumner, 1981, Cunningham, 1982, 1986, *Walhalla Conservation Study*, 1984) have assisted in improving management and planning, there is a need to further integrate and co-ordinate the work of the different bodies. The management plan addresses this need as well as providing broad strategies for the entire Walhalla Historic Area and formulating guidelines for historic conservation, management of tourism and mining and proposed developments and works.

PART IV - MANAGEMENT STRATEGIES

1 Historic Conservation

1.1 Historic Resource Management

1.1.1 Introduction

Historic resource management covers all gold mining resources (i.e., sites, artefacts, documents, cultural themes) from the mining period of 1863 - 1915. Management includes the identification of historic resources, their significance, conservation, interpretation and promotion. It also extends to other periods associated with the mining era, for example, the post mining period of 1915 - 1945.

The Burra Charter (1981) has been used in this plan as a guide to technical terms in an historic context. The Charter defines preservation as "*maintaining the fabric of a place in its existing state and retarding deterioration*" as distinct from conservation which is "*to retain or recover the cultural significance of a place and must include provision for its security, its maintenance and its future.*" For further definitions see Appendix A.

Objectives:

- To identify historic resources
- To assess the historical significance of resources
- To preserve historic resources
- To promote knowledge and enjoyment of historic resources

1.1.2 Historic Resources

Resources have been divided into historic places and cultural resources (e.g., social lifestyles, aesthetic values and mining methods).

Historic Places:

Historic places are to be found in:

The Township - which contains the majority of historic places, including the buildings discussed in 1.2 and 1.3 (see Figure 3).

The Historic Area - outside the town which contains the outer settlements of Maidentown, Mormontown, Black Diamond and Western all of which were located at or near gold reefs. Some cleared sites, chimneys, trees, building foundations, garden plants and mine workings remain.

**Fig. 3 FEATURE MAP OF
WALHALLA TOWNSHIP**



- Existing Buildings
- Features
- 1 Chinese Gardens
 - 2 North Gardens Camping Area
 - 3 Magnolia (cottage)
 - 4 School Camp
 - 5 Rotunda
 - 6 Stringers Creek Junction
(Eastern & Western Branch)
 - 7 Incline Shaft
 - 8 Mine Workings
 - 9 Former Post Office
 - 10 Mine Access Track up
Mullock Heap
 - 11 Empress Shaft
 - 12 Mine Workings
 - 13 Old road alignment which
by-passed tunnel prior to 1960
 - 14 Replica Railway Station
 - 15 Replica Engine Shed
 - 16 Tunnel - Stringers Creek
under Walhalla Road
 - 17 Former Tennis Courts
 - 18 Site of Walhalla Lodge Hotel
 - 19 Former Elliots Bakery
 - 20 Former Hospital
 - 21 Re-created Mechanics Institute
 - 22 Gold Era Shops
 - 23 Church
 - 24 Windsor House
 - 25 Stone Cottage
 - 26 Existing Informal Car Park
 - 27 Freemasons Hall

**TOWNSHIP OF WALHALLA
1983 BOUNDARY**

Other places include the Thomson River/Stringers Creek confluence, Poverty Point, Eastern Branch and mining sites such as Tubal Cain. Happy-go-Lucky is not in the Historic Area but similar management strategies should apply.

Historic places throughout the Walhalla Historic Area vary in their state of completeness and degree of original fabric, as outlined in Table 1.

Table 1

Examples of Historic Places

State of Completeness

Entire (Rotunda, Windsor House)
Partial (Thomson River Railway Bridge, Stone Cottage)
Trace remains (Boiler blocks, house cuttings)

Degree of Original Fabric

Entirely original (Windsor House, Thomson River Railway Bridge)
Predominantly original (Rotunda, Spetts Cottage)
Introduced and original (Bakery)
Predominantly introduced (Tramway)
Completely introduced (Mechanics Institute)

Cultural Resources:

The cultural resources of the Walhalla Historic Area can be divided into a number of individual themes associated with gold mining activities in Walhalla and have important historical significance. These themes include gold production, transport, daily life, ethnic communities and mining techniques.

Many of the themes are documented in interpretation material kept in the Walhalla museums and by various other agencies including the Government, libraries and members of the public. Source material may take the form of photographs, maps, literature, letters, paintings and needlework.

Management Prescriptions:

- *Maps of the township and Historic Area will be prepared to record all historically significant places*
- *Source material for cultural resources will be documented*
- *Conservation analyses will be prepared for specific buildings*

1.1.3 Significance of Historic Places

Although many buildings and sites were either removed from Walhalla or burnt, there is still a sufficient number of buildings, sites and documentary records left of the mining period to make the town of considerable historical significance on a State and national level.

All the sites from the mining period are regarded as significant to the history of Walhalla. Artefacts not of the 1863 - 1915 mining period have less historical significance.

Elements of cultural significance include all the aesthetic, historic, scientific and social values which are associated with the gold mining era in Walhalla.

Management Prescription:

- *All identifiable historic places from the mining period will be regarded as significant to the history of Walhalla*

1.1.4 Conservation of Historic Places

All sites from the mining period have historic value and warrant some degree of conservation. Development in some cases should not proceed owing to the value and sensitivity of the site.

Deterioration of historic places will be monitored by experts in historic place management (CFL) and Ministry for Planning and Environment (MPE) personnel who will give restoration and maintenance advice.

Recommendations for conservation within the *Walhalla Conservation Study* (1984) will also be adhered to by the managing authorities and residents will be encouraged to refer to the Study's guidelines.

Management Prescriptions:

- *All historic places should be conserved, with development controlled in sensitive areas*
- *Development works will be designed so as to retain the original fabric of historic places*
- *Deterioration of historic places will be monitored*
- *The Walhalla Conservation Study (1984) will be used as a basis for conservation and development guidelines*

1.1.5 Promotion of Historic and Cultural Resources

The promotion of historic places and cultural resources is necessary for maintaining visitor interest in and appreciation of Walhalla's mining and social history. At the same time such promotion must make allowances for recreation, interpretation and education and be compatible with historic conservation. As the majority of visitors only visit the township and the Thomson River area (see Precinct 8) promotion will focus there. Promotion of other places will not be encouraged at this stage in order to protect the sites.

Promotion will be via extension methods, including the production of a Walhalla Brochure as outlined in 2.5.6.

Management Prescriptions:

- *Historic places and cultural resources will be promoted for visitor use where compatible with conservation policies*
- *Promotion of historic resources will concentrate on existing popular areas*
- *Sensitive areas or places will not be promoted*

1.2 Historic Buildings

1.2.1 Introduction

The Walhalla township has 27 buildings with historic value as identified by the *Walhalla Conservation Study* (1984) and updated by CFL Historic Places Branch Report (1986). Parts of some buildings need to be restored and reconstructed in order to preserve their fabric.

Ruins such as those at Maidentown are categorized as Historic Sites (see the definition in Appendix A).

Several buildings dating from the post mining period are in sympathy with the historic atmosphere and their conservation should be considered. Buildings constructed after 1945 have no historic value although some blend in with the town while others do not.

Objectives:

- To identify the historic value of all buildings in Walhalla
- To preserve the historic buildings in their existing state and retard deterioration
- To encourage reconstruction of parts of historic buildings where such works are necessary for conservation or interpretation
- To encourage restoration of existing buildings where such works are needed to preserve them

TABLE 2

Historic Buildings within the Walhalla Historic Area

Building Number	Name*/Location	Study + Classification
B 1	(Former) Post Office/CA 23	A
B 2	Gold Era Shops/CA 40-1	C
B 3	Masonic Hall/CA 93C	D
B 4	Miners Cottage/south of 93C	C
B 5	Fire Station/north of 41A	D
B 6	Rotunda/south of 62B	B
B 7	Anglican Church/CA 148	D
B 8	House/CA 160	C
B 9	House/adj CA 44A	E
B10	Windsor House/CA 66-7	A
B11	House/CA 85	C and D
B12	Walhalla Hotel(burnt 1987)/CA 4-5	D and E
B13	(former) Elliots Bakery/CA 12 & 12A	C
B14	(former) Hospital/CA 143	B
B15	Stone Cottage/CA 128	B
B16	Linga Longa/CA 158	D
B17	House/CA 57	E
B18	House/CA 101	D
B19	Spetts Cottage/CA 99	C
B20	House/north of CA 121B	E
B21	Barkley Square/adj B20	C
B22	House/CA 146A	C
B23	House/adj North Gardens	E
B24	House/south of CA 123C	D
B25	Cottage/west of 119B	C
B26	Magnolia/north of B21	E
B27	Sextons Cottage/Cemetery	C

* = The names used are considered the best descriptive references for buildings which may also be known by other names.

+ = From the *Walhalla Conservation Study* (1984) and CFL (1986)

A = of major importance and high quality, of local and state significance

B = less important or altered, of regional importance

C = of local importance in the Walhalla Historic Area

D = contributes to the character of Walhalla but of no individual significance

E = from either the mining or post mining period but lacking historical integrity

1.2.2 Conservation Listing of Historic Buildings

There are four organisations involved in heritage conservation each with its own type of classification (see Tables 3 and 5). The most important is the Historic Buildings Register which has legal standing under the Historic Buildings Act 1981. It protects buildings from demolition and has permit procedures for alterations. The advantage of adding buildings to this Register is that it offers long term conservation and financial assistance.

Another important register is the National Trust which classifies and records buildings. Although it has no legal standing, classification by this community group has a persuasive influence over demolition or major alteration of historic places.

The Australian Heritage Commission is responsible for the Register of the National Estate which lists buildings and places of historic interest on a national basis. The Commission can also provide financial assistance. Its list is similar to that of the National Trust with the difference that places listed on its register are protected under Section 30 of the Australian Heritage Commission Act from deleterious effects caused by other Commonwealth Government agencies, e.g., Telecom.

Planning Scheme Provisions of the local government body (the Shire of Narracan) cover the control of important buildings under the Town and Country Planning Act. Planning approval must be obtained for proposed building works or demolition.

Although many of Walhalla's buildings are classified or recorded (see Table 3), it is important that this be extended to promote the town's conservation.

Management Prescriptions:

- *Attempts will be made to incorporate all historic buildings on important registers*
- *The possibility of buildings with very high historic value (Stone Cottage, Band Rotunda, Hospital) being listed on the Historic Buildings Register will be investigated*
- *Sextons Cottage (B27), Cottage (B17), Spett's Cottage (B19), Cottage (B25), House (B23, House (B24), Magnolia (B26) and House (B20) will be included as specified buildings under Clause 163 (2) of the Planning Scheme as an amendment to the Shire of Narracan Planning Scheme*
- *Individual building registration will be explained to visitors*

1.2.3 Building Conservation

The buildings listed in Table 2 form an important part of the heritage of Walhalla and their conservation is necessary to retain the cultural significance of the township.

As the former Post Office and Windsor House are listed on the Historic Buildings Register they already have adequate protection. Conservation of the remaining buildings is the responsibility of the individual owner and the responsible authority controlling development of freehold land.

CFL is involved with historic buildings which occupy Crown land through permissive occupancy and must ensure the conservation of these buildings after the expire of their leases in 1990 (see Land Status, page 10).

TABLE 3

Conservation Status of Historic Buildings

Organisation (Level)	Document Identification	Conservation Listing	Building
Australian Heritage Commission (Commonwealth)	National Estate	Registered	Post Office Bandstand Group Windsor House
Historic Buildings Council (State)	Historic Buildings Register	Registered	Post Office Windsor House
National Trust Vic. (Community)	National Register	Classified	Windsor House Stone Cottage Post Office Hospital Anglican Church
		Recorded	Band Rotunda Spetts Cottage Elliot's Bakery Gold Era Shops
		Classified as group	Bandstand Group which includes 3 buildings Fire Station Miners Cottage Former Wesleyan Church
Shire of Narracan (Local)	Planning Scheme Provisions	Listed	Elliot's Bakery Bandstand Group Anglican Church House B22 House B8 Longa Longa B16 Fire Station Hospital Post Office Gold Era Shops Spett's Cottage Stone Cottage Masonic Hall Windsor House Barkley Square Miner's Cottage House(West Bay)B11

All conservation measures will be in accordance with the *Walhalla Conservation Study* (1984), 'Guidelines for Contributive Buildings' and additional guidelines provided by experts in historic place management.

Management Prescriptions:

- *Conservation of all the buildings listed in Table 2 will be encouraged*
- *The responsible authority will arrange for conservation of historic buildings*
- *CFL is to ensure the conservation of historic buildings on Crown land*

1.2.4 Post Mining Period Buildings

The post mining period (1914 - 1945) saw the development of several buildings and sites within Walhalla. These places all have historical associations and contribute to the atmosphere of the town more than the modern (1945 onwards) sympathetic buildings do. They include:

Primary School (built 1939)
House CA 73 (built about 1935)
House CA 140 (built in 1930s)
Matrons Cottage (built in 1940s)

These buildings require some degree of conservation. However, if any of them are the subject of land tenure investigations or development works, their historical value cannot be considered to have the same weight as gold era buildings.

Management Prescriptions:

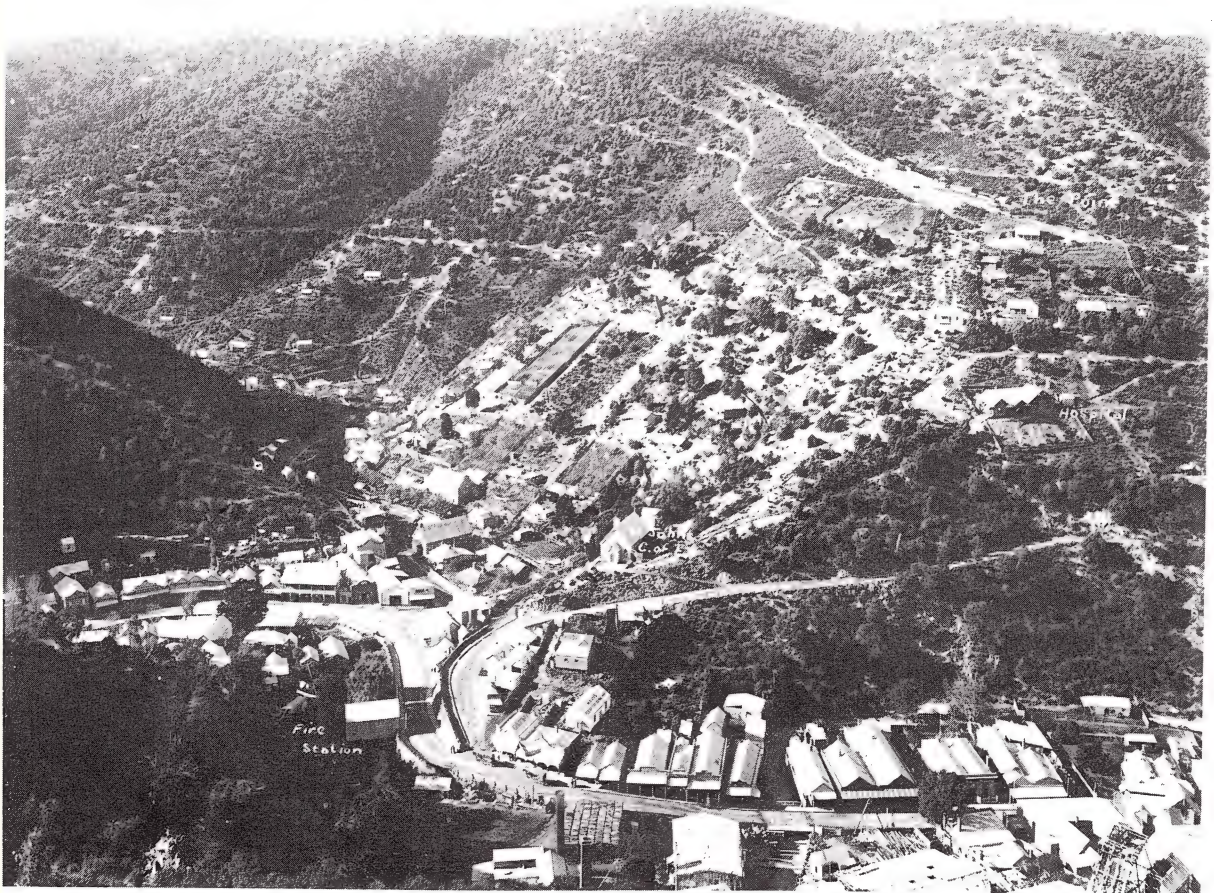
- *Conservation of buildings of the post mining period will be encouraged*
- *The historical value of these buildings will be assessed if they are involved in land tenure or development works*

1.2.5 Restoration and Reconstruction of Historic Buildings

The Burra Charter (1981) defines restoration as "*returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.*" Reconstruction is defined as "*returning a place as nearly as possible to a known earlier state and is distinguished by the introduction of materials into the fabric.*"

There are few opportunities for public building restoration in Walhalla. Many buildings are privately owned so restoration and reconstruction would require the owners co-operation.

The reconstruction of some buildings in Walhalla has ensured their conservation. Elliots Bakery in particular was in ruins in 1975 (Harrington, 1975). Reconstruction of over half of this building has protected it from further deterioration. Future reconstruction of buildings from photographic records and guidelines within the *Walhalla Conservation Study* (1984) is recommended where necessary to preserve buildings or enhance streetscape.



Central Walhalla today (top) and eighty years ago, showing the dramatic changes not only in the town but also in the vegetation. The Long Tunnel Mine can be seen in the foreground opposite a row of shops which included the Mechanics Institute, the Bank of Victoria and, near the corner, the building now known as the Gold Era Shops.

Where conservation does not require such works, or where there is no need to enhance the streetscape, reconstruction should not be encouraged. Thus original fabric can be displayed and promoted. Although painting in original colours is not essential for conservation, it is recommended as being more in keeping with the historic atmosphere of the town.

Management Prescriptions:

- *Restoration with the co-operation of the owners should be encouraged wherever possible and practical*
- *Reconstruction will only proceed where necessary for the conservation of the building or streetscape enhancement*
- *Investigate restoration works for the buildings listed in Table 2*

1.2.6 Buildings with no Historical Value

Buildings constructed after 1945 are considered within this management plan to have no historical value. Some have been built in a style sympathetic to buildings of the mining period but unlike post mining period buildings (built between 1919 and 1945) they have no historical associations. These buildings cannot be considered in terms of conservation values although some of them do contribute to the historic environment of Walhalla.

There are several buildings and structures in the town which have not been constructed along sympathetic guidelines. In future such buildings will not be permitted. Guidelines for new buildings will follow the *Walhalla Conservation Study* (1984).

Management Prescription:

- *New buildings will be sympathetic to the style of the mining period and follow the guidelines of the Walhalla Conservation Study (1984)*

1.2.7 New Buildings - Re-creation and Sympathetic Design

There is a large number of freehold allotments in Walhalla, many of which have good titles or strong adverse possession claims. New buildings on these allotments could proceed in three basic forms:

- Re-creation (faithful reconstruction to the pre-existing form)
- Sympathetic design (consistent with the historical mining character)
- No control design (no consideration for historical character)

Re-creation and sympathetic developments are acceptable in certain precincts in Walhalla but any development designed without consideration for the historical character of the town is not.

Within the historic town centre any new building must be a re-creation of the previous building on that site at or before 1915. It must be correct in form, scale and materials used. Replication of details will only be permitted if they are shown to be authentic and can be accurately reproduced. This may be required by the responsible authority.

This policy will be incorporated into the amendment to the Planning Scheme being prepared by the Shire. The implications of Victorian Building Regulations and future specific site planning controls will also need to be re-examined in a separate study on zoning within the town.

Development within the town centre could be along the lines of either of the two options set out below:

Option 1 - Re-creation of the historic town centre. Within this precinct (see page 103) re-creation of buildings would be permitted where appropriate. Public buildings would be re-created where there is a demonstrated need for a facility, e.g., a toilet block. The outside of these buildings would be re-created and the inside modified to suit the new purpose of the building.

Re-created buildings in the centre of the town, the focal point for tourism, would give visitors a better understanding of the history of Walhalla. To see the siting and design of buildings as they occurred in the mining period not only recaptures the past but also creates a certain nostalgia for the period.

Option 2 - Limited Re-creation of the historic town centre. Re-creation of public buildings from the mining period would be permitted on a small scale where there is a demonstrated need. With the completion of the Mechanics Institute most facilities will be provided for (i.e., shops, an information centre and a public hall). If one of the hotels was re-created there would be enough commercial buildings for the next five years.

Re-creation of other buildings will not be encouraged as too much re-creation would duplicate other re-created tourist attractions in Victoria. Limited re-creation allows visitors to appreciate the 'once famous mining town with the few remaining *in-situ* original historic places in an isolated picturesque valley.'

Development Outside the Historic Town Centre. Sympathetic buildings will be restricted to outside the town centre. Although away from the main tourist area, they must complement the historic nature of the town.

The overall building strategy for Walhalla must be seen partly as a function of tourism. Future development will be reviewed in the light of public reaction to the completion of the Mechanics Institute and the possible re-creation of a hotel.

Managing Prescriptions:

- *Re-creation and/or restoration will be the only type of building development in the Walhalla town centre*
- *Re-creations of buildings within the town centre will reflect previous buildings dating at or before 1915*
- *Re-creation of public buildings should only proceed where there is a clear need for an additional facility*
- *Re-created buildings outside the town centre will be encouraged if the design and setting are appropriate*
- *Buildings outside the centre which are not re-creations will be sympathetic in design and style as outlined in the Conservation Study*
- *The overall building strategy for Walhalla will be considered partly as a function of tourism*

TABLE 4**Identified Historic Sites in the Walhalla Historic Area**

Site Number	Name/Location
S 01	Bank vault/CA 25
S 02	Junction Hotel fireplace/CA 44
S 03	Poverty Point Bridge/Poverty Point - Historic Area
S 04	Long Tunnel boiler blocks/opposite CA 34
S 05	Machinery base/west of CA 27
S 06	Rock retaining wall/north of CA 41A
S 07	Creek walling/near Fire Station
S 08	Curved flight of steps/to Masonic Hall
S 09	Thomson River Railway Bridge/Thomson River
S 10	LTEM boiler blocks/CA 113
S 11	Foundations of Empress Battery/opposite CA 6
S 12	Railway tunnel/west of CA 3 SEC 6
S 13	Original footpaths/Walhalla Road
S 14	Stringers Creek dry stone walling/along Stringers Ck
S 15	House Ruins/Chinese Gardens
S 16	Railway trestle bridges/Stringers Creek
S 17	Mullock heap/Long Tunnel
S 18	Mullock heaps/LTEM
S 19	Tramways/Historic Area
S 20	House terraces and their retaining walls/Walhalla Historic Area
S 21	Road landscape/Walhalla Rd, Toongabbie Rd
S 22	Road landscape/Maidentown Rd, Church Rd
S 23	Stamper battery/CA 162s
S 24	House ruins/west of CA 137A
S 25	Skip/Maidentown
S 26	Remains of timber walling/Stringers Creek
S 27	Grate/near Rotunda
S 28	Chimney/Maidentown adjacent CA G
S 29	Winden Hut ruins/Maidentown adjacent CA G
S 30	Chimney/Maidentown CA K

1.3 Historic Sites

1.3.1 Introduction

Historic sites are here defined as areas which include artefacts other than buildings.

The Walhalla Historic Area has a large number of sites ranging from complete structures to ruins, remnants and landscapes. To date 30 such sites have been identified (see Table 4 above). In addition there are five major and three minor historic precincts which can also be regarded as historic sites.

Objectives:

- To identify the historical value of all sites in the Walhalla Historic Area
- To preserve historic sites
- To encourage restoration of historic sites and reconstruction of specific sites
- To allow recreational and educational use of historic sites compatible with other objectives

1.3.2 Conservation Listing of Historic Sites

Historic sites within the Walhalla Historic Area have been included in conservation lists of the National Trust, National Estate and Historic Buildings Council (see Table 5). These listings all have legal standing apart from those classified by the National Trust. They also represent community recognition for the sites and have a persuasive influence over demolition or alteration.

Many sites such as the machinery base and the Junction Hotel fireplace (and the landscape of the Walhalla Historic Area) have no conservation listing. It is important that as many of the Walhalla Historic Area's historic sites as possible be added to conservation lists. This would assist their conservation and increase interest generally in the conservation of historic sites.

Management Prescription:

- *Attempts will be made to include all historic sites on conservation lists*

1.3.3 Historic Site Conservation

The majority of historic sites are on public land. The conservation of these is therefore the responsibility of CFL. The small number of the sites on freehold land (e.g., the bank vault and Junction Hotel fireplace) are partly the responsibility of the Shire and partly of the individual owner.

The 30 historic sites listed in Table 5 are in various states of completeness with varying degrees of original fabric. The Railway Arch is the only entirely original complete site. There are a small number of sites in a partial state of completeness with entirely original fabric (e.g., the bank vault and Thomson River Bridge) and a large number of trace remains with entirely original or predominantly original fabric (e.g., footpaths, house terraces).

In general all sites are significant to the history of Walhalla. Some, such as the Junction Hotel fireplace and the bank vault, are significant because they are in a prominent position and highly visible to visitors. Others, like footpath remnants and creek walling, are significant in that they contribute to the overall historical character of the town.

TABLE 5

Conservation Listing of Historic Sites

Organisation (level)	Document Identification	Conservation Listing	Site
Australian Heritage Commission (Commonwealth)	National Estate	Registered	Bandstand Group (includes stone retaining wall, creek walls, current flight steps)
		Registered	Walhalla Conservation Area which is the entire original gazetted township
		Registered	Brunton's Bridge
National Trust (Community)	National Register	Classified	Bank vault Stone retaining wall Fire Cart in Fire Station Brunton's Bridge
		Recorded	Poverty Point Bridge
		Classified as group	Bandstand Group

Some sites may have little of historical interest left but are still significant to Walhalla. The Chinese Gardens comes into this category as a precinct with few original artifacts apart from the landform, but important as one of the few documented places occupied by the Chinese.

All historic sites warrant some degree of preservation as they contribute either individually or collectively to the history of Walhalla in the mining period.

Unlike buildings, sites are generally in less danger of natural deterioration, alteration or demolition. Sites requiring minimal preservation measures include Poverty Point Bridge, the Thomson Railway Bridge, mullock heaps, footpaths and the road landscapes.

Some sites, such as deteriorating stone walls, the Junction Hotel fireplace and the railway trestle bridges over Stringers Creek, require immediate attention. Preservation measures must be detailed by a conservation architect, particularly for sites in a severe state of disrepair like the wooden creek walling and footpath guttering. As such sites may be the only examples remaining, they also require documenting as part of plans for future re-creation works.

Individual sites such as house foundations, chimneys and footpaths should be preserved where there is no need to cover or remove them. Original road and track alignments should also be adhered to wherever possible.

Management Prescriptions:

- *All historic sites to be identified, listed and documented*
- *CFL will preserve historic sites on public land*
- *The Shire Planning Scheme will aim to preserve sites on freehold land*
- *All historic sites will be recognised as significant and contributing to Walhalla`s historic mining period*
- *Development works will attempt to retain historic sites where there is no demonstrated need to disturb the site*
- *Conservation measures will be detailed for all historic sites*
- *Sites in severe disrepair will be documented and restored where possible*

1.3.4 Post Mining Period

The post mining period (1914 - 1945) saw the development of several sites within the Walhalla Historic Area, particularly in the Walhalla township. These sites include:

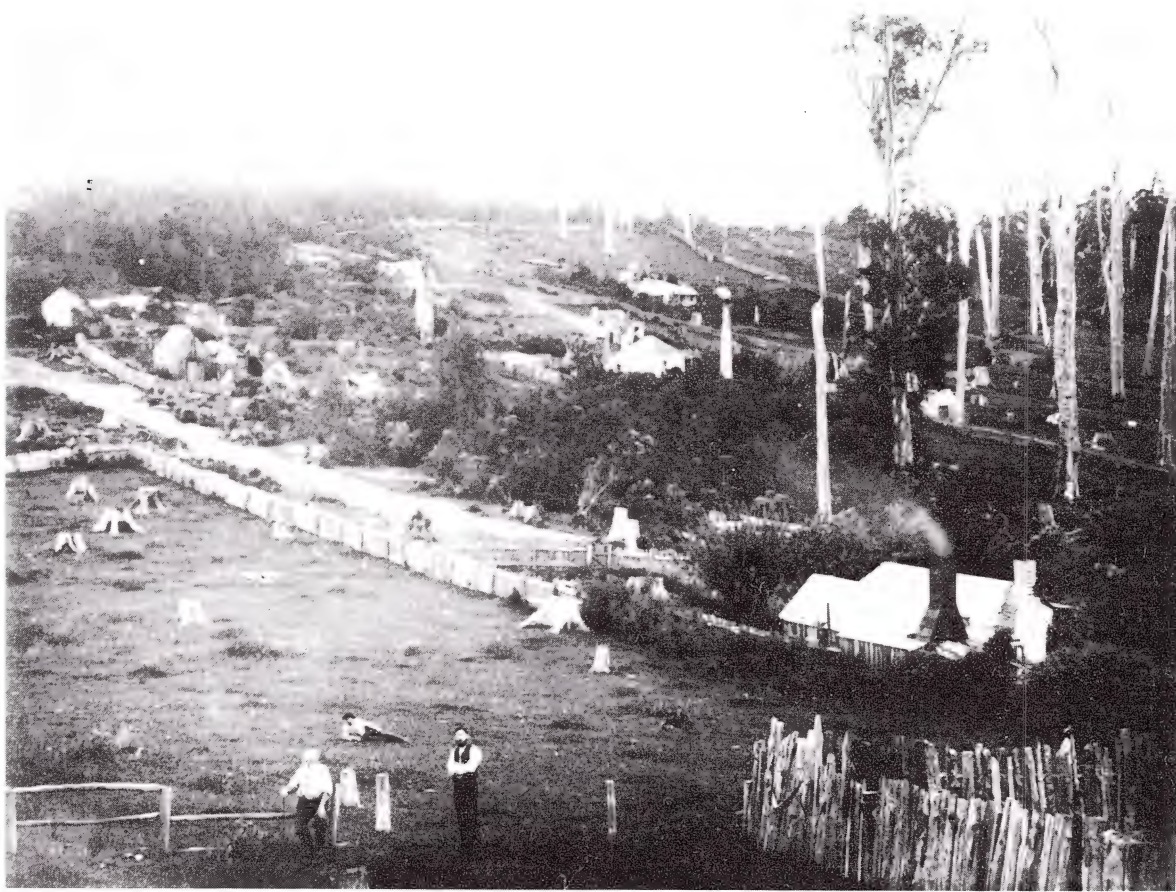
Five head stamping battery LTEM (1928)
Crude oil motor for LTEM (1928)
Thomson River Road Bridge (1932)
Swing frame at Junction Hotel fireplace (1940s)

Mining was carried out at the LTEM from 1928 - 1935 (see Precinct 5). Other sites involved town activities not related to mining. Although these sites are not from the mining period they have historical associations and contribute more to the historical character of the town than do the post 1945 sites and require some degree of conservation.

The five head battery is important historically as it was taken from the Eureka Mine at Maidentown. Together with the crude oil engine, it is the best extant example of mining machinery associated with the mining period in Walhalla.

Management Prescriptions:

- *Conservation of sites from the post mining period will be encouraged*
- *The five head battery and crude oil engine will be preserved at the LTEM*



Maidentown in the 1880s (top). The old man on the left is John Rutter, a brickmaker who helped to build the dry stone Junction Wall in Walhalla. The Winden Hut ruins (below) are significant as an example of rubble stone construction work which is rare in Gippsland. Originally large and solidly built, the hut was probably the home of Charles Refardt, a sharebroker in Walhalla at the turn of the century.

1.4 Landscape Containing Historic Features

1.4.1 Introduction

One of the attractions of the Walhalla Historic Area is its landscape, providing a picturesque setting for a small town with a meandering creek in a steep valley. Apart from creating this naturally beautiful setting, the landscape also contributes to the historical environment of the town. It adds to its sense of isolation and romantic appeal, its difficulty in establishing itself along the creek and up steep hillsides, its engineering brilliance in developing railways and tramways and its ability to survive flood, fire and unstable terrain.

The historic features within the landscape surrounding Walhalla include its steep hillsides, its present vegetation, the tramways and railways, house terraces, planted trees, geomorphological features and other man made changes. All these provide a setting for the various sites and buildings which combined create an historical atmosphere which cannot be found elsewhere in Victoria.

Objective:

- To recognize the value of the landscape and its historic features
- To combine this landscape with other historical attractions to enhance the atmosphere of the town

1.4.2 Significant Vegetation

The *Walhalla Conservation Study* (1984) has identified 37 units of vegetation which contribute to the historical environment of the township and the outer settlement of Maidentown (see Appendix B).

The cultivated vegetation illustrates different stages of the town's public and private development, ranging from fruit trees and garden flowers in early private gardens, to elms, oaks, pines and poplars in the public and private landscape of the 1870s onwards. This vegetation provides a colourful contrast to the native eucalypts, particularly in autumn. Eight trees within Walhalla have been included on the National Trust's Register of Significant Trees (see Table 6).

Maidentown has a few pines and conifers and Western has a large number of red hot pokers. There is no significant vegetation at Mormontown or Black Diamond.

Trees throughout the Walhalla Historic Area will eventually age and fall. Before this occurs, it will be necessary to fell or prune declining trees. Although felling does mean that historical elements are removed, it also reduces the risk of trees falling and possibly causing damage to other historic places (e.g., at the cemetery). Trees, once removed, will be replaced by the same species, unless inappropriate. This is the responsibility of the owner of the land or the managing authority.

Future development works, particularly in Walhalla, will require landscaping with trees. It is recommended that introduced or exotic trees of the species planted in the mining period be used to landscape car parks, picnic places, etc. Individuals intent on planting trees on freehold land in Walhalla and Maidentown should also be encouraged to plant introduced or exotic trees. Tree planting will not be encouraged at Mormontown, Western or Black Diamond as they are unoccupied.

The *Walhalla Conservation Study* (1984) describes a number of trees which are not associated with the mining period (e.g., the liquidambar near the Rotunda, V6). These trees are significant for their general sympathy with the vegetation from the historic period and their conservation should be encouraged.

Suckers of poplars in inappropriate settings like creek beds, and uncontrolled seedlings of species such as pine, should be eliminated.

Management Prescriptions:

- *Exotic or introduced vegetation from the mining period will be preserved where possible*
- *Conservation of historic vegetation other than from the mining period will be encouraged*
- *Inclusion of particular historic trees on conservation listings will be encouraged*
- *Dangerous and declining trees will be removed*
- *Inappropriate suckers and seedlings will be removed*
- *Trees will be replaced with the same species, unless inappropriate*
- *Introduced or exotic plants from the mining period will be used in future landscaping works. The use of these plants will be encouraged in freehold allotments but discouraged at Black Diamond, Mormontown and Western.*

TABLE 6

National Trust Register of Significant Trees in Walhalla

Vegetation Number	Name/Location
V 2	R Cabbage Tree (<i>Cordyline australis</i>)/Bank vault
V 14	R Cabbage Tree (<i>C. australis</i>)/Lodge Hotel
V 15	C Camellia (<i>Camellia japonica</i>)/CA 6
V 27	C Douglas Fir (<i>Pseudotsuga menziesii</i>)/CA 139
V 33	C Southern Magnolia (<i>Magnolia grandiflora</i>)/CA 139
V 40*	R Bhutan Cypress (<i>Cupressus torulosa</i>)/Cemetery
V 41*	R Monterey Pine (<i>Pinus radiata</i>)/Cemetery
V 42*	C Mexican Cypress (<i>Cupressus lusitanica</i>)/Cemetery

* - Not recorded in *Walhalla Conservation Study* (1984)

C - Classified

R - Recorded

1.4.3 Bushland

During the mining period the hills surrounding Walhalla were stripped of trees for a distance of about 12 miles. Between 1870 and 1914 the land began regenerating to produce an open forest with the following floristic structure:

Overstorey:	Messmate	(<i>Eucalyptus obliqua</i>)
	Manna Gum	(<i>E. viminalis</i>)
	Brown Stringybark	(<i>E. baxteri</i>)
	Silver Top	(<i>E. sieberi</i>)
Understorey:	Silver Wattle	(<i>Acacia dealbata</i>)
	Varnish Wattle	(<i>A. verniciflua</i>)
	Prickly Moses	(<i>A. verticillata</i>)
	Blackwood	(<i>A. melanoxylon</i>)
Wet Gullies:	Blanket Leaf	(<i>Bedfordia salicina</i>)
	Sassafras	(<i>Atherosperma moschatum</i>)
	Tree Fern	(<i>Dicksonia antarctica</i>)

As this forest type has regenerated naturally, its floristic structure and diversity would be similar to the original native forest. A small number of original trees still exist such as the Blackwood by the State School and the eucalypt opposite it (see V 25 & V 23 in the *Walhalla Conservation Study* (1984)).

Timber harvesting is still permitted within the Historic Area by the CFL in sympathy with its prime objective as an historic area. This is in accordance with the *Final Recommendations for the Melbourne Study Area* by the LCC and is subject to the agreement of the managing authority.

In the interests of historical accuracy, the landscapes of some historic sites have been re-created as they were. In the case of Walhalla this would involve clearing the hillsides around the town, and is clearly not practical or desirable. Serious erosion problems could result from this as the sides of the valley are very steep.

It is important to stop the spread of introduced trees into the Historic Area, as the hills were either barren or regenerating at the time of the mining period. Introduced trees will be confined to Walhalla and Maidentown. The spread of garden plants at Western will be controlled. Encroachment of the native bushland from the Historic Area into the township will be prevented by clearing below the Alpine Walking Track.

Management Prescriptions:

- *Natural regeneration in the Historic Area will be encouraged*
- *Introduced trees will be confined to Walhalla and Maidentown*
- *Native bush undergrowth will be cleared below the Alpine Walking Track*

1.4.4 Man Made Features

Man made features include tramways, railways, mullock heaps, diversions in the creek, house terraces and the outer settlements. These features have altered the natural landscape and give

clear evidence of activity in the mining period even though associated buildings or structures may have gone. They are important historically and should be conserved.

The mullock heaps of the Long Tunnel Mine and LTEM have dramatically changed the topography of the land they occupy. The LTEM mullock heap completely fills the original deep gully and now serves as the foundation for the road and buildings in this precinct.

The tramway and railway cuttings are a feature of the steep hillsides. The houses in the township and the outer settlements also encroach onto the landscape and are an example of occupation in difficult terrain. The open spaces of Black Diamond and Mormontown are in dramatic contrast to the surrounding bushland and are the only remains of these isolated settlements.

The artificial diversion of the creek is not obvious, although its altered course significantly affected land occupation in Walhalla. Major changes include removing the creek's meanders around the North Gardens and behind Elliots Bakery and straightening its course through allotments 75, 76 and 77. Some of these diversions occurred during the post mining period.

Significant modern changes to the landscape include the re-alignment of the road over the railway in 1960 and changes to the mining works area and the Historic Area by mining company exploration (see 3.3 and Specified Land Unit 1). Recent excavation of sites for new houses (e.g., CA 92A) and small quarries (CA 3 SEC 6) have also made their mark on the landscape.

Management Prescriptions:

- *All man made features from the mining period will be preserved where possible*
- *The mullock heaps of the Long Tunnel Mine and the LTEM will be preserved in their original mining period form*
- *Further changes to the landscape will not be encouraged*
- *Excavation of terraces for houses will be less intrusive*
- *Excavation for quarries will be permitted only if there is no viable alternative outside the Historic Area and if landscape and historic values are not compromised*

2 Tourism

2.1 Recreational Resources

2.1.1 Introduction

The Walhalla Historic Area is an important tourist destination because of its historical significance, scenic qualities, recreational resources, isolation and authentic gold rush period atmosphere.

In recent years tourism has increased. Publicity surrounding the mining venture has attracted people to the town but also there is a greater awareness generally that Walhalla is an important part of Victoria's heritage. It appeals to visitors because of its fascinating history and also because of the atmosphere created by the now abandoned sites and ruins. These stimulate the imagination in reflecting on the fame, romance, tragedies and failures of the town's past.

Resources need to be identified and their potential for tourism optimised in a way that does not compromise the character of the Walhalla Historic Area.

Objectives:

- To identify tourist resources
- To develop their full potential for tourism while safeguarding historical character
- To promote historical appreciation through brochures, publications, etc.

2.1.2 Historic Landscape

The historic landscape surrounding Walhalla includes the geomorphology, the natural and introduced vegetation, and the man made features. All these contribute to the historical character of the town and should be recognised as an important recreational resource.

Management Prescription:

- *The landscape will be recognised as part of Walhalla's historical character and used as a tourist resource*

2.1.3 Historical Authenticity

Walhalla is a real part of Victoria's mining history with original *in-situ* historic places. It attracts visitors by its authentic historical atmosphere as opposed to other sites in Victoria which are either re-creations or have so few remaining sites, they only convey an inadequate impression of the past. Walhalla offers not only the experience of walking around the streets past the houses and shops of what was once a flourishing mining town but also, at the LTEM, the chance to enter a genuine historic gold mine (see Precinct 5). This combination makes Walhalla unique as a tourist resource and should be emphasised through publications and information on the Walhalla Historic Area.

In this context the re-creation of buildings needs careful consideration. Although such buildings can attract tourists, studies indicate that they interfere with visitors interpretation of the historical authenticity.

Management Prescriptions:

- *The authentic nature of the Walhalla Historic Area will be promoted as a unique tourist resource*
- *The effect of re-created buildings on historical authenticity will be carefully considered*

2.1.4 Historic Places

The large number of historic places and sites in Walhalla give it a special appeal to tourists. The most important of the buildings are within the town centre and include Windsor House, the band rotunda, the retaining wall, Junction Hotel fireplace and the bank vault. The LTEM is the most significant place outside the centre.

The promotion of these places could be further enhanced through the Walhalla Brochure. Visitors could be encouraged to combine a visit to them and the Historic Area generally by historic buildings being linked with the walking tracks. Less popular buildings and sites (such as the former Post Office, the Anglican Church and the cottages) could also be part of this approach in order to expand visitor use and appreciation of Walhalla.

Advertising and information promoting the town should emphasize the importance of seeing the town and surroundings as all part of one historical entity to be visited as a whole rather than piecemeal.

Management Prescriptions:

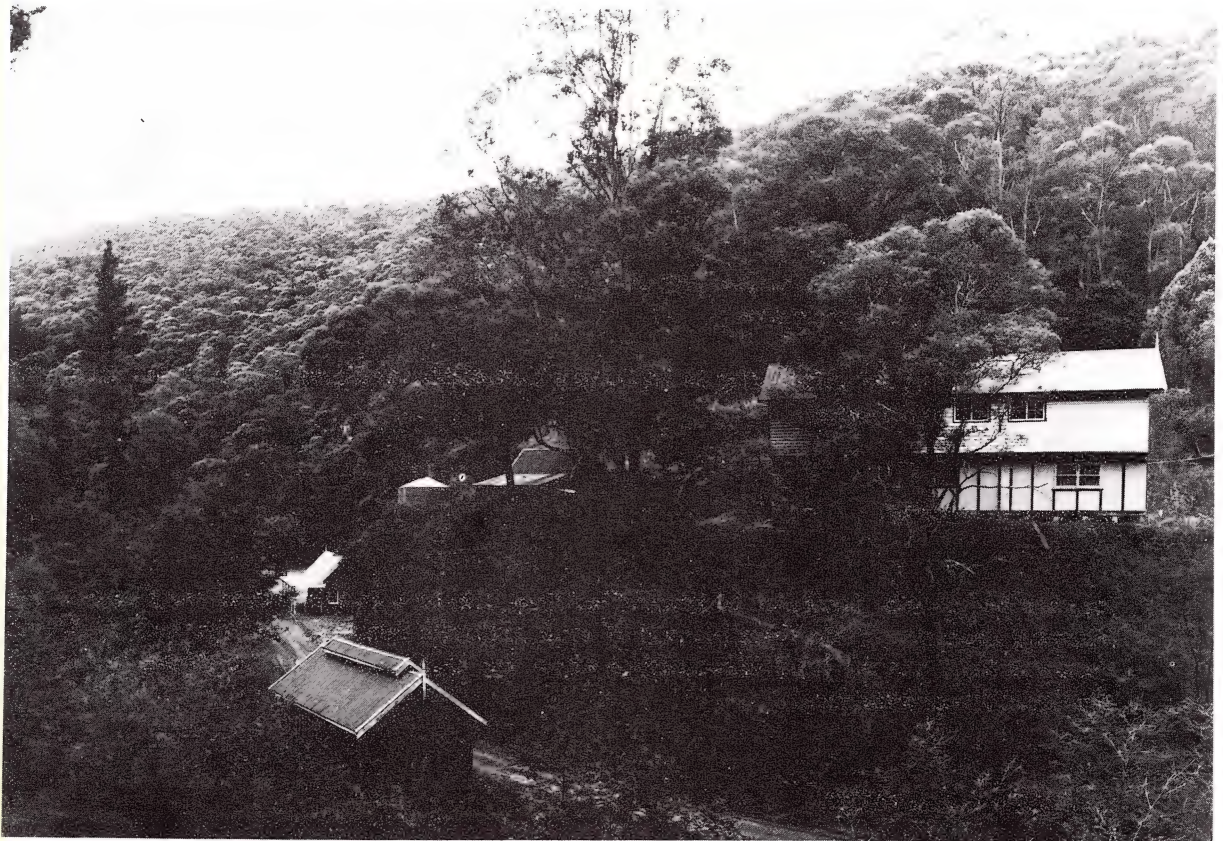
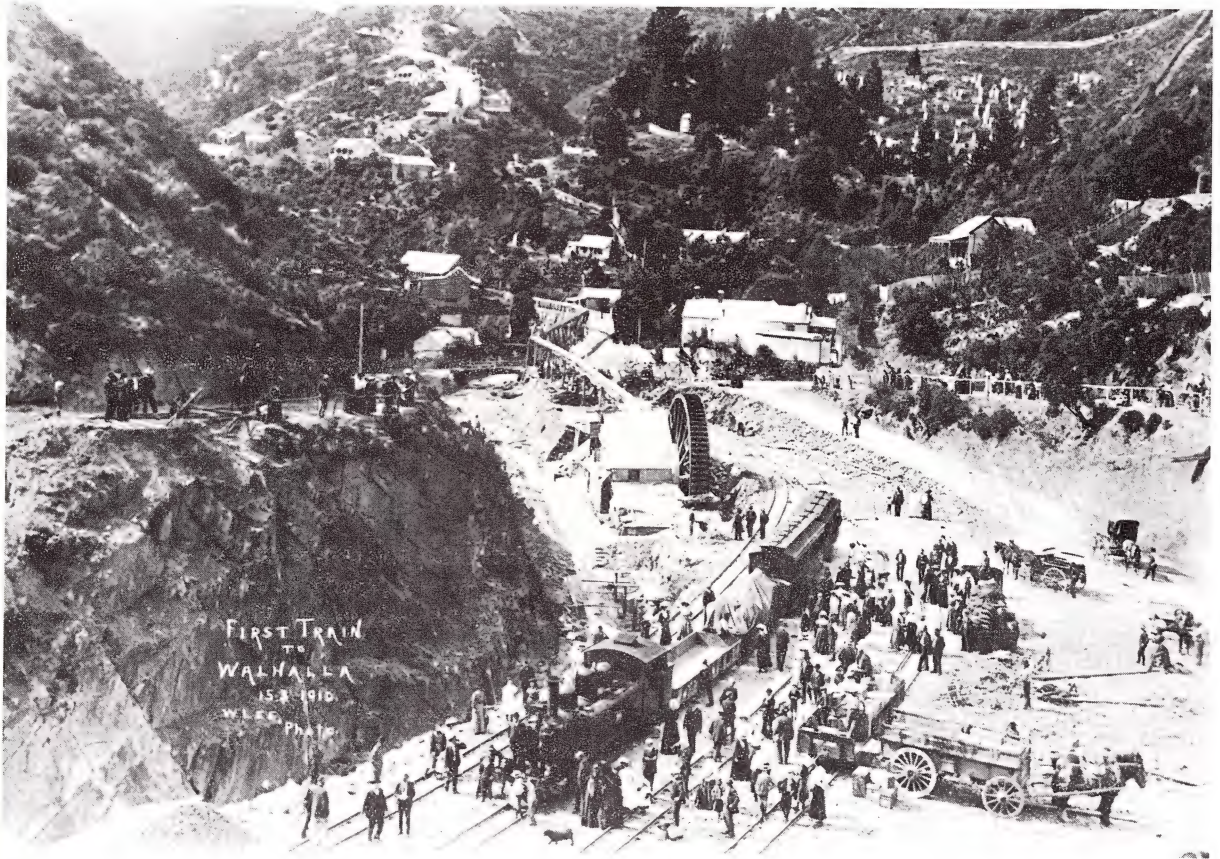
- *The promotion of all historic places will be combined and the Walhalla Historic Area treated as a single tourist resource*
- *Advertising and information on Walhalla will emphasize its historic resources and associated historical character*

2.1.5 Re-created Buildings

Re-creations provide facsimiles of historic buildings and to a certain extent contribute to the historical character of the town because of their authentic design. Buildings such as Manns Furniture Mart and the Mechanics Institute which are re-creations from the mining period are significant tourist attractions.

Management Prescription:

- *Discussion of the philosophy of re-created buildings is necessary to determine their value as a recreational and interpretation resource*



Nearly everyone in Walhalla turned out to greet Premier John Murray when he arrived in the first train to officially open "the most remarkably situated station site in Australia" (top). Looking towards the Railway Yard now from the Walhalla Forest Road the original land form can be seen as well as the replica railway station and engine shed (below, left).

2.1.6 Museums

There are four locations in Walhalla considered for discussion purposes to be museums. These are the Corner Shop Museum, the LTEM, the former Fire Station and Windsor House. The Mechanics Institute and the Railway Yard may eventually be included in this group.

These museums are an important resource providing focal points for information and education on Walhalla's history, its attractions and its future. They should be encouraged to increase their display range and activities by concentrating on the particular aspect of Walhalla appropriate to each one. This will avoid repetition of information and enable visitors to progressively build up a complete picture of the mining period.

The LTEM Mine Tours and the proposed display at the entrance to the mine, should provide information on the history of the LTEM and mining in Walhalla, display mining artefacts and explain how gold is formed, extracted and processed.

Windsor House could concentrate on the history of housing in Walhalla explaining the various types of houses, shacks, huts and their historic structural features such as shingles. This museum could also provide information on historic architecture and modern building practices such as re-creation, reconstruction and sympathetic designs. It could also incorporate displays of furniture, utensils and living conditions.

As Windsor House is a well recognized historic building, this museum could be used to explain the various classification and conservation codes for historic buildings.

The Corner Shop museum already has many historic artefacts. By concentrating on life in Walhalla, it could be co-ordinated with the other museums. It has sufficient directories, copies of the Walhalla Chronicle, statistics, clothes and pictures to portray life in the mining period.

In order to use the museums to create a balanced view of the town's history, some items will need to be moved from one museum to another displaying similar material.

If a museum is set up the Mechanics Institute, it should concentrate on literature, history, maps, mining engineering, re-creation policies for Walhalla and future development proposals. This building would be well suited to present such information as it once housed literature and technical material and is a re-created public building.

A possible museum at the Railway Station is discussed in Precinct 3. If this were to proceed it could display railway artefacts and history.

At present each museum charges its own entry fee. This conflicts with the aim of developing the Walhalla Historic Area as a co-ordinated single historic resource. If the museums offered a combined entry fee, visitors would be encouraged to see them all.

The Walhalla Brochure could be adapted to incorporate an entry pass to all the museums which could be stamped on purchase. Each museum could have an appropriately designed stamp (e.g., mining licence stamp at the LTEM) to add souvenir appeal. Museums could also charge their own fee individually. However a general entry pass should be at least 20% cheaper if visiting all the museums. The Walhalla Brochure would also be available in the town at the usual price for general use.

Although this approach would reduce each museum's individual ticket sales, the overall revenue and numbers of visitors should increase through the publicity given to the system and the brochure.

The development of new museums in Victoria using public funds is subject to approval in principle from the Museums Advisory Board, a statutory body which advises the Minister for the Arts on funding.

Management Prescriptions:

- *Museums will be recognised and developed as an integral part of tourist management*
- *Each museum should portray a different aspect of Walhalla's history so that there is co-ordination, not duplication, of themes*
- *Museum attendance should be co-ordinated through an entry pass system*

2.1.7 Mining

The majority of gold mining operations currently being undertaken in Victoria are inaccessible to the public. The present commercial Walhalla Joint Venture Project mine could be a valuable tourist resource if it is allowed to remain open to the public (see 3.2.2).

The mine has proved very successful as a tourist attraction during the exploration stage. Its popularity will probably increase even more if the Company commences mining in the form of ore extraction and processing.

At any stage of operation the mining area should be in a presentable state for visitors and information should be readily available on the project.

Management Prescriptions:

- *The mining project will be recognised as an important tourist resource in Walhalla*
- *The impact of the mining operation on the historic environment will be kept to a minimum*
- *The condition of the mining area will be improved and information will be provided by the Company on the current mining operation*

2.1.8 Walhalla as a Living Town

Unlike many other tourist mining towns, Walhalla has a permanent population and functions as a living town. It is particularly busy at weekends, with many non-permanent residents occupying weekend cottages. This activity gives the town a lived-in atmosphere and takes away any deserted or ghost-town feeling it might otherwise have had.

Walhalla demonstrates that a town can continue to function while maintaining its historical character and environment.

Management Prescription:

- *Its living character will be recognised as contributing to Walhalla's historical environment and used as one of the town's tourist resources*

2.1.9 Regional Promotion

Walhalla is part of the local tourist region recently named the Alpine Rivers Tourist Area. This region is defined by the Thomson and Tyers Valleys and incorporates the Baw Baw plateau, Baw Baw National Park, Thomson Dam, Erica, Rawson, Thomson River, Moondarra State Park and Walhalla.

The popularity of Walhalla is well established in the Alpine Rivers Tourist Area and in fact could be used as a drawing card for the other attractions in the Walhalla Historic Area.

Management Prescription:

- *Walhalla will be recognised as an integral part of the Alpine Rivers Tourist Area and advertised as one of its main attractions*

2.2 Recreational Activities

2.2.1 Introduction

It is estimated that Walhalla attracts about 60 - 90,000 visitors per year. The majority only visit the small township in the Walhalla Historic Area, which indicates its enormous potential for tourism. However, this large number places severe strain on Walhalla's current resources, particularly on public holidays.

Picnicking and camping are discussed under Visitor Facilities in 2.4.

Objectives:

- To provide for a range of recreational opportunities within the entire Walhalla Historic Area
- To encourage greater use of the Walhalla Historic Area throughout the year
- To minimise the impact of recreation on other values within the Walhalla Historic Area
- To encourage recreational activities compatible with other values
- To minimise recreational activities considered undesirable within the Walhalla Historic Area
- To encourage the development of a tourism strategy

2.2.2 Pedestrian Movement within Walhalla

Tourism at Walhalla will be pedestrian based. Visitors will be encouraged to leave their vehicles in designated car parks and use the walking tracks, roads and footpaths.

There are a number of advantages to this approach. It improves tourist management by directing the flow of visitors along specified routes, it stimulates interest in a greater number of recreational resources and it reduces traffic in congested places like the centre of the town.

Proposed walking circuits within the township are shown on Figure 4. A number of these are already established but some require upgrading and extending.

Walking circuits enable visitors to go by foot from one section of the town to another via different routes. In the centre for example, visitors can walk from the Post Office car park up the valley to the Band Rotunda or the LTEM and back along the Tramway Track.

If link tracks were created from the Tramway to the valley then a large circuit of the town could be completed. This would be ideal for people parking in the proposed southern car park at or near, the railway yards.

Management Prescriptions:

- *Visitor use of Walhalla will be pedestrian based*
- *Improvements and extensions to existing walking tracks are necessary to improve pedestrian movement*

2.2.3 Tramway Walking Track - Alpine Walking Track

The Long Tunnel Company Tramway Track was cleared and restored in the 1960's. It is 30 metres above the valley floor and extends from the northern end of the township, south through Walhalla. It continues along the original tramway alignment west and north through the Walhalla Historic Area and across the Thomson River at the Old Steel Bridge (built by the Long Tunnel Company as part of the tramway).

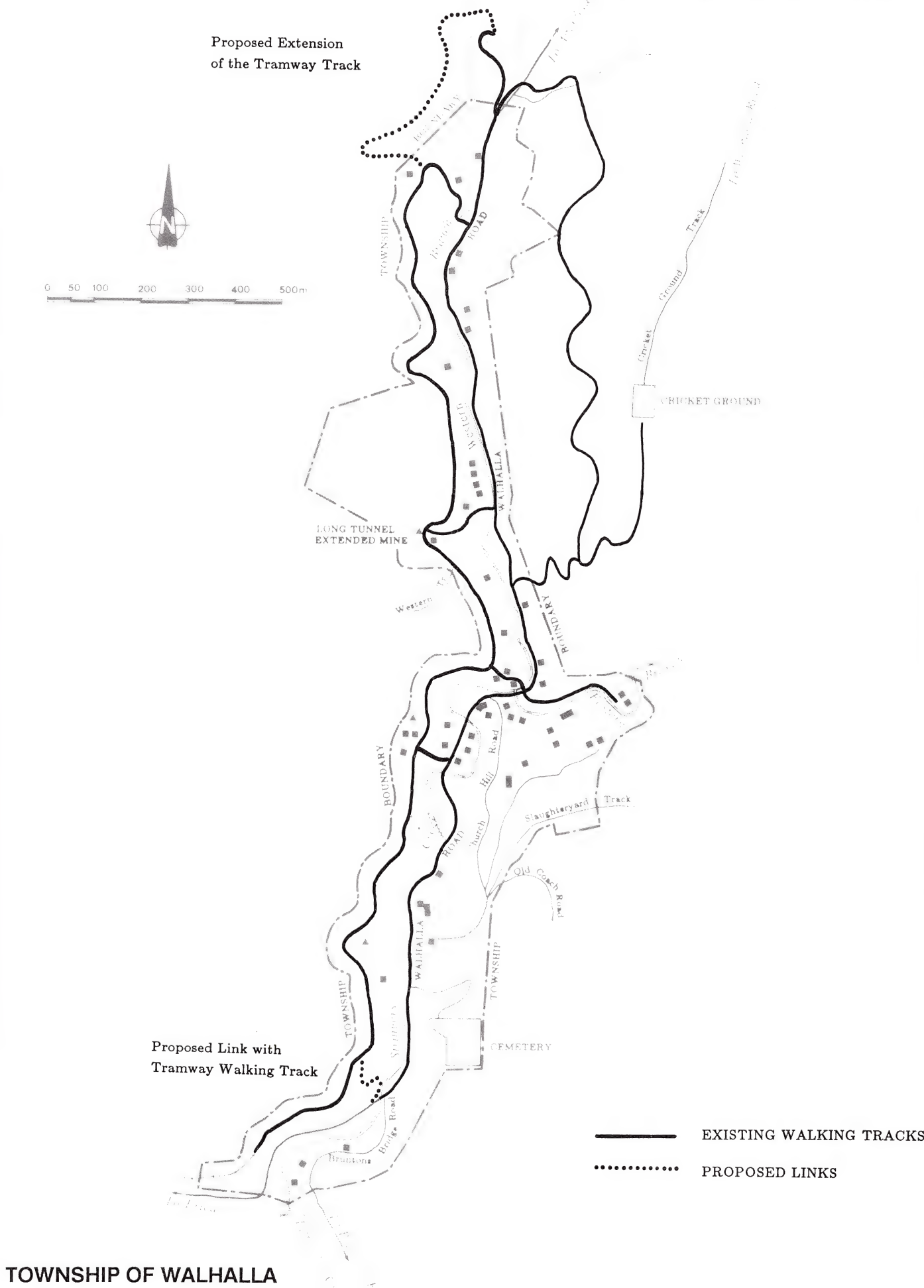
The Tramway Track should be the focal point for visitor movement in Walhalla. It allows direct access to particular sites, offers excellent views of the valley floor and complements circuit tours of Walhalla.

The track does not connect with the proposed Chinese Gardens camping or the southern part of the town. This could be achieved by extending it along the tramway line and linking it both to the Chinese Gardens and the southern section of the town near the former tennis court site.

There are excellent photographic records of Walhalla in the gold mining period. A series of these on non-obtrusive interpretive boards should be displayed along the Tramway Track at strategic positions with good views of remaining historic buildings. This will allow visitors to compare and appreciate the difference between the present and the highly developed town in the past. Similar boards could also be erected at other locations such as the Cricket Ground or Church Hill road.

The Tramway Track at Walhalla is the beginning of the Alpine Walking Track. Constructed in 1970, this track, continues across the Thomson, over the Baw Baw Plateau and other Alpine areas to end at Tom Groggin on the NSW/Victorian border, a distance of 400 kilometres. The Alpine Walking Track has statewide recognition, and Walhalla should be promoted as being the starting point for of this long and difficult trek. Signs should be erected both at its present start opposite the Post Office and its new one at the Chinese Gardens.

Fig. 4 WALKING CIRCUITS



Management Prescriptions:

- *The Tramway Walking Track should be recognised as important for visitor management*
- *Use of the Tramway Walking Track as an integral part of visitor tours should be emphasized*
- *Historic photographs should be positioned along the Tramway Track and in other locations within Walhalla*
- *The Tramway Walking Track should be extended north to the Chinese Gardens and south near the former tennis court site*
- *Walhalla and the Tramway Walking Track should be promoted as the starting point for the Alpine Walking track*

2.2.4 Historic Area Walking Tracks

Outside the township there are a large number of walking tracks and roads which either lead from Walhalla to popular locations (such as the Cricket Ground) or lead into the Walhalla Historic Area from outside (such as along the railway line or the Alpine Walking Track).

These tracks need to be upgraded and co-ordinated to allow visitors to organize walks and day trips throughout the Walhalla Historic Area. They could also be used to promote the attractions of the Historic Area.

Walking tracks within the Historic Area and their link with the township and precincts are shown on Figure 2. Their intended function as part of the walking track network is set out below:

Alpine Walking Track - This track begins at Walhalla and it is the major walking link with adjoining places of interest, notably the Baw Baw National Park. It also forms part of a large walking circuit to Mormontown and will be a link in the proposed circuit via the Thomson River Recreation Area and the railway line.

Railway Line - This track should be cleared of blackberries and used as a walking track into Walhalla and as part of a circuit.

Outer Settlements Tracks - The Mormontown Track can be walked from the south beginning at the Thomson River Recreation Area, or from the northern end of the Walhalla Historic Area. It can be used by day visitors to the outer settlements of Black Diamond, Mormontown and Western. The Western track from the LTEM connects with the Mormontown Track at the Outer Settlements to create a circuit with the Alpine Walking Track.

Maidentown Track - This track can be driven on but also allows extensive walks by connecting with the northern end of the Mormontown Track and Bruntons Bridge Track in the south. The two tracks leading from Church Hill Road (Slaughteryard Track and the Old Coach Road) allow visitors to walk to Maidentown and return by the alternative track, or walk a longer circuit which includes part of the Maidentown Track.

Britannia Spur Track - This is a fire access track, which crosses the Walhalla Road three kilometres north of the town and connects the Maidentown, Mormontown and Cricket Ground Tracks. It provides an interesting walk through the Historic Area.

Cricket Ground tracks - The main zigzag walking track to the Cricket Ground links up with the beginning of another Tramway Track which ends near the North Gardens. The vehicle based Cricket Ground Track leads to the Britannia Spur track and another 4WD track beginning near the Chinese Gardens.



The cricket ground at Walhalla was made by the local miners in 1883 with picks and shovels. One of the most memorable matches played at the ground was between Walhalla and the Melbourne Cricket Club in 1907 (above). The terraced stands, picnic shelters and changing shed are gone but the concrete cricket pitch is still playable (top). Local football and cricket teams used to the steep climb up to the ground boasted that they rarely lost a game.

The unique combination of historic buildings, sites and landscape linked by such a large number of walking tracks makes sightseeing both fascinating and enjoyable in the Walhalla Historic Area. Visitors can get a magnificent view of the whole town from the Tramway Walking Track. Certain positions on other tracks also offer good vantage points.

Management Prescriptions:

- *Use of walking tracks within the Historic Area will be encouraged*
- *Tracks in the Walhalla Historic Area will be managed as a network*
- *Walking tracks will be upgraded and extended*
- *Sightseeing within the Walhalla Historic Area and particularly from the Tramway Walking Track will be emphasized as a major tourist attraction*

2.2.5 Trail Bikes/Four Wheel Drives

The Walhalla Historic Area has a considerable number of trails, tracks, and roads which appeal to trail bike riders and four wheel drive (4WD) enthusiasts. It is remote, offers attractive bush settings and rough sections of track which are often difficult to negotiate.

Some of the trails and tracks (like the Alpine Walking Track) are not legal roads and are closed to public vehicular traffic. Use of these by vehicles is prohibited and any existing use by trail bikes or 4WD's is illegal.

Trail bikes and 4WD's can cause a considerable disturbance to other resources and recreational activities. In wet periods they could damage unsealed roads causing wheel ruts which contribute to erosion. The sight and noise disturbance, particularly from trail bikes, conflicts with activities like bushwalking and picnicking whereby visitors enjoy the tranquillity and remoteness of the Historic Area.

Vehicle use of unstable or steep tracks prone to erosion will either be restricted or prohibited. Generally these tracks are only suitable for walking.

Use of tracks which are hazardous during winter, such as the Cricket Ground and Mormontown tracks, will be prohibited to prevent vehicles (including 4WD's) being bogged on these seemingly accessible tracks.

Use of these roads and tracks by all vehicles is subject to the normal road and traffic regulations for the driver and the vehicle.

Management Prescriptions:

- *The road and track system will be managed to avoid conflict between vehicle based and pedestrian based recreation*
- *Vehicle use of roads prone to erosion and wet weather damage will be prohibited either all year or during the winter months*

2.2.6 Deer Hunting

The Sambar deer were introduced to the eastern ranges in the mid nineteenth century at the same time that the township of Walhalla was established. The deer thrived and hunting them has always been a popular winter sport.

Hunting is permitted within the Historic Area away from the township subject to the Firearms Act (1958) and Wildlife Act (1975) and the relevant Government regulations. Hunting which involves guns and dogs is in considerable conflict with the principles of passive recreation being promoted in the Walhalla Historic Area. The disturbance and danger associated with the sport is detrimental to such activities as bushwalking, sightseeing and picnicking. For many visitors, the sight of deer on the hillsides is an added attraction in keeping with the historic environment.

Deer hunting in the Historic Area should either be restricted to stalking, as in the Thomson Reservoir Management Zone, or totally prohibited, as in the Baw Baw National Park. A detailed study will be undertaken to examine the problems associated with deer hunting and advise on what controls should be introduced.

Management Prescription:

- *A detailed study will be undertaken to consider restricting or prohibiting deer hunting in the Walhalla Historic Area*

2.2.7 Thomson River - Canoeing/Fishing

A section of the Thomson River flows through the Historic Area forming part of its south western boundary. Canoeing and fishing are very popular along the length of the Thomson and add to the recreational activities of the Historic Area. They should both be encouraged.

Canoeing

The Thomson River Canoe Trail from the Thomson Dam to the Cowwarr Weir flows through the Historic Area. This trail was set up in 1983 and various signs, directions and camping places have been set up to assist in the navigation and negotiation of the river.

The stretch of the Thomson River within the Historic Area is not difficult to canoe and forms part of Stage One, suitable for beginners with limited experience. It is not negotiable all year round because of low water levels. The Thomson Dam maintains the level in the summer when it is most popular with canoeists. Beginners use the Walhalla Road Bridge as an exit point because of the danger and difficulty associated with the Chinese Tunnel in Stage Two to Coopers Creek.

Fishing

The Thomson Rivers offers trout fishing. Although the most popular sections of the river are not within the Historic Area, it is occasionally used by fly fishermen.

Management Prescription:

- *The use of the Thomson River for canoeing and fishing will be encouraged*

2.3 Vehicle Access

2.3.1 Introduction

Vehicle access concerns the movement of cars, buses and motor bikes to Walhalla and their use of and movement within the Walhalla Historic Area.

A number of car and bus parks are proposed within the town. Parking controls will be co-ordinated with proposals for walking tracks and circuits and will aim to reduce the impact of vehicles on the presentation of historic places.

Changes to vehicle access will improve both management and conservation of the Walhalla Historic Area, and will be compatible with other recreational uses. Vehicle movement throughout the Alpine Rivers Tourist Area is also discussed.

Objectives:

- To determine the amount, type and level of vehicle use in Walhalla
- To link vehicle movement and parking with pedestrian access and the presentation of historic features
- To manage vehicle use of the Walhalla Historic Area in a way that is compatible with other recreational uses
- To consider vehicle access to Walhalla on a regional basis

2.3.2 Vehicle Numbers

Several estimates have been done of vehicle numbers, using traffic axle counters and visual sightings. A road construction authority (RCA) counter at the Thomson River Road Bridge in December-January 1985 estimated that over 27,000 cars travel into Walhalla per year. This gives a visitor use of approximately 90,000 people per year (average of 3 people per car).

Average number of cars
travelling into Walhalla on:

Weekdays	72 (1 day)
Normal weekends	290 (2 day)
Peak period day (Easter, Labour Day)	590 (1 day)

Peak number of cars per
hour travelling into Walhalla on:

Weekdays	5
Peak period day	73

The road through Walhalla goes on to Aberfeldy and eventually Matlock. It is a rough, narrow road and attracts very little traffic. It would be useful to place an axle counter on this road a short distance from Walhalla to determine vehicle use and whether there is any need for an alternative route for through traffic by-passing Walhalla, possibly via the proposed Thomson Dam roadway.

Management Prescriptions:

- *An axle counter should continue throughout the year as a monitor for visitor use of Walhalla*
- *An axle counter should be placed on the Aberfeldy road to estimate through traffic*

2.3.3 Car Parks

Parking is a major problem within the township. At present cars park along the main street and around the war memorial. Congestion becomes a serious problem particularly during popular weekends and public holidays. Cars not only obstruct pedestrians in the centre, but are also detrimental to the historical character of the town. This is particularly obvious around the Rotunda and in front of the Bank Vault where the petrol bowser is located.

Vehicle use of the town centre will therefore be restricted to the east side of the roadway. Visitors will be encouraged to walk from the car parks.

Car park at Railway yard - Under this option for the railway precinct a car park would be included as part of an initial information centre. Visitors could leave their cars here and walk via the street or Tramway Walking Track. Although this is not expected to be a popular parking place, the small number who use it will relieve pressure on the other car parks. Road works will be necessary to enable visitors to turn down into the railway yards.

Post Office car park (south of the centre) - This is to be the main car park for the town centre. Construction was started by the Shire in May 1986. It will cater for 25 cars and will include a bus turning circle and bus parking bays (see Figure 5). A large sign at the entrance will give details of parking restrictions in Walhalla and inform visitors about walks from this point to the attractions within the historic town centre and beyond.

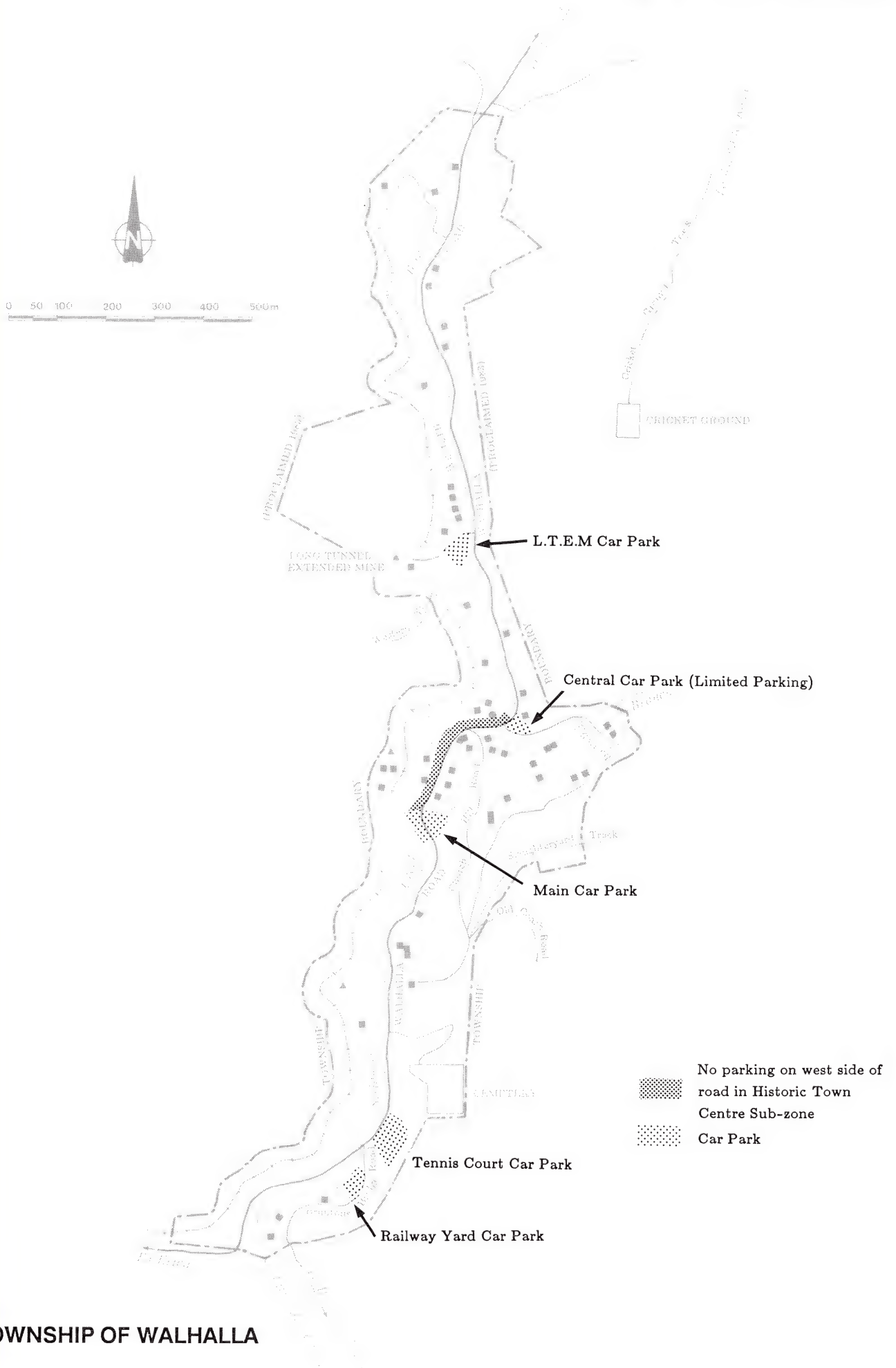
The Post Office car park will be unable to cater for the large number of vehicles in peak periods such as Easter, when from 60 to 100 cars or more can be present in Walhalla. At these times it will be necessary to encourage greater use of the Railway yard car park or utilize the former tennis court for parking.

At Easter, Australia Day and Labour Day weekends the introduction of some form of transport from the Railway Yard to the centre may assist visitor management. Horse drawn transport would be one possibility.

Existing car park CA 71 - The informal car park surrounding the war memorial is to be replaced by a picnic area as discussed in 2.4.4. The central gardens will be fenced off.

LTEM car park - At present people visiting the mine tend to park either below the mullock heap or on top of the mullock near the mine entrance. Both locations are undesirable as they detract from

Fig. 5 CAR PARKING



TOWNSHIP OF WALHALLA

the place's historic attractions. Open air museums are proposed at both sites which would make parking there in the long term impracticable.

As the LTEM is some way from the Post Office car park, space will be set aside for buses and cars to off load and load passengers, such as the elderly and the disabled, who would find the walk a problem. This will mean widening the existing bridge or replacing it, as proposed by the Shire Engineer. Some appraisal would have to be made of significant artefacts and ruins before further space is set aside for parking.

Camping ground car parks - Car parks at the North Gardens and the proposed camping ground at the Chinese Gardens are designed to cater for camping parties. Use of these car parks by day visitors or picnic parties will not be encouraged.

Car parking for vehicles approaching from the north - Relatively few cars approach Walhalla from the north. However if the Thomson Dam Roadway is opened to the public, more cars will come from this direction. They will be directed to the car parks south of the centre. If a car park is needed at the northern end of the town, there is space for angle parking adjacent to the road north from the tin shed .

Parking in Walhalla is generally not a problem outside peak times. It would be worth considering changing parking regulations for peak and off-peak times through the use of flap signs.

It would be useful to prepare a summary of car parking proposals in Walhalla for public distribution and further discussion.

Management Prescriptions:

- *Visitor car parking within the historic town centre will be restricted to one side of the roadway between the corner shops and the Mechanics Institute*
- *Strategic car parks will be developed to assist visitor management*
- *The LTEM will have space for buses to turn and off load and load passengers*
- *Use of the camping ground car parks by day visitors will not be encouraged*
- *Flap signs will be used to vary parking regulations between peak and off-peak times*

2.3.4 Buses

Buses trips to Walhalla are popular with groups from the Latrobe Valley and from Melbourne. They are usually arranged for weekdays but occasionally take place at weekends.

At present buses turn and park in the space around the war memorial as this is the only place large enough for a turning circle or three point turn.

When this is closed to vehicles, buses will go to the Post Office car park where a bus turning circle and bus parking bays will be provided. Bus parking for unloading and collecting groups will also be possible at the LTEM subject to the bridge being widened.

Bus movement through the town to allow sightseeing and also the putting down and picking up of passengers at the LTEM, should be investigated.

Management Prescriptions:

- *When vehicles are removed from the centre, buses will turn at the Post Office car park or the LTEM*
- *Bus movement through the town should be investigated*

2.3.5 Vehicle Signs

Vehicle signs within Walhalla will be kept to a minimum.

Directions will be needed to the car park and information shelter at the Railway Yard as it is hidden from view. The major sign proposed at the Post Office car park will inform visitors about vehicle restrictions in the town centre. The sign will also direct campers to proceed to the northern camping site.

Conventional 'no parking' signs are undesirable, particularly within the historic town centre. It is recommended that two 'no parking in the historic town centre' signs be erected to face oncoming traffic at the southern end of the first bridge entering the precinct and two conventional 'no parking' signs be erected to face oncoming traffic at the start of the main street past the bridge. A similar system of signs could be positioned close to the northern end of the precinct.

In view of the problems associated with parking in holiday periods, it may be necessary to have flap signs that can be changed during peak and off-peak times.

Throughout Walhalla wooden signs will be used in preference to conventional signs whenever possible.

Management Prescriptions:

- *Vehicle signs will be limited in the town.*
- *A limited number of regulation signs, including flap signs, will be used for parking restrictions*
- *Wooden signs will be used in preference to conventional ones wherever possible*

2.3.6 Vehicle Tracks in the Historic Area

Any defined track on public land which is negotiable by a vehicle is classed as a public road. Roads are either formed through bushland along an appropriate route or are defined by a survey and gazetted as a road. In the Walhalla Historic Area there are four usable gazetted roads; the main Forest Road, the Old Coach Road, Bruntons Bridge Road and Maidentown Road. The gazetted road to the Cricket Ground is closed and has no usable road along its alignment. The remaining roads are defined by their existing path through the Historic Area (see Figure 2).

Vehicle use of all formed tracks in the Walhalla Historic Area is permitted unless otherwise stated. A temporary closure can be placed on a track by the managing authority (CFL) for reasons such as wet conditions. A permanent road closure requires the consent of the Governor-in-Council.

At present the Western Track and the Britannia Spur Track have been temporarily closed, Western Track because of its popularity with pedestrians and Britannia Spur Track because of wet seasonal conditions. All other public roads throughout the Walhalla Historic Area are open.

Western Track may need to be permanently closed due to its steepness and the problems of access to the track through the LTEM.

The Old Coach Road is an excellent walking track although partly overgrown. As vehicles have access to Maidentown via the Slaughteryard Track it is suggested that the Old Coach Road be temporarily closed. Reclassification of the road as a walking track will be reinvestigated.

The 4WD track from Walhalla Road to the Cricket Ground Track is steep and difficult to negotiate in winter and should be permanently closed. The Mormontown track which is also hazardous in winter, should be closed permanently with gates at each end and signposted for authorized vehicles and pedestrians only. The Britannia Spur Track should be closed in winter. The Cricket Ground Track should be upgraded to provide all-weather access.

Management Prescriptions:

- *The permanent closure of Western Track and Mormontown Track should be investigated*
- *The 4WD track from Walhalla Road to the Cricket Ground Track should be permanently closed*
- *Old Coach Road should be temporarily closed and its classification reinvestigated*
- *Britannia Spur Track should be closed in winter*
- *The Cricket Ground Track should be upgraded to provide all-weather access*

2.3.7 Thomson Dam Roadway

As a result of the Thomson Dam construction the possibility has arisen of creating a new public road. This new road would continue on from Erica, across the Thomson Dam wall to join the existing forest road on the ridge near Beardmores. This route is presently being used but access is restricted by the Melbourne and Metropolitan Board of Works (MMBW) to authorized vehicles.

The opening of this roadway and its subsequent classification as a forest road depends on the MMBW's decision to delegate control of access across the Dam Wall to the RCA. The forest road classification through Walhalla would then be given to the Thomson Dam roadway. This would make the Walhalla Road a tourist road with the RCA managing the section to Walhalla, the Shire managing the section in Walhalla and CFL managing the section beyond Walhalla (see 6.1.5).

Public access along the Thomson Dam roadway has several benefits for the region and for Walhalla. Through traffic to Aberfeldy or beyond would save approximately 45 minutes in travelling time by by-passing Walhalla and large sections of the forest road. Travel within the Alpine Rivers Tourist Area would also be enhanced. Tourists could include a visit to Walhalla while going to or coming from attractions in the north of the region. They could also complete loop tours (e.g., Erica, Beardmores, Walhalla, Erica).

Management Prescriptions:

- *The opening and tourist use of the Thomson Dam roadway will be encouraged*
- *Specific management actions will be necessary for increased vehicle movement in the north of Walhalla*

2.3.8 Vehicle Speed Limits

The current speed restriction in Walhalla is 60 kilometres per hour. The Walhalla Road in the Historic Area has no limit other than the State limit of 100 kilometres per hour.

As the town is a tourist centre where visitors are encouraged to walk, the 60 kilometres limit is considered unsafe. It would be desirable to reduce the speed limit on the winding road within the township to 40 kilometres per hour. Speed restriction is a major traffic control item so this change would require the approval of the Road Traffic Authority.

Management Prescription:

- *The Shire will seek to have the speed restriction within Walhalla reduced from 60 to 40 kilometres per hour*

2.3.9 Helicopter Pad

Owing to its isolation and hilly terrain, access to Walhalla by road in times of emergencies can be fatally slow. Helicopters are then the ideal mode of transport. Helicopters are also used occasionally for commercial and other reasons when time is of the essence. To date, helicopters going into Walhalla have landed on a level space near the Post Office car park. This would seem to be the best location for a helicopter pad and should be kept clear and formalized as the designated landing place.

Management Prescriptions:

- *A formal helicopter pad will be established beside the Post Office car park*
- *The space will be kept clear of obstructions*

2.4 Visitor Facilities

2.4.1 Introduction

Visitor facilities are designed for the convenience and information of tourists. They include information shelters and centres, amenities, picnic grounds and camping grounds as well as footpaths, car parks and walking tracks designed to assist visitor movement. A number of these facilities have been discussed under visitor activities or vehicle access.

Objectives:

- To improve facilities for the information, comfort and enjoyment of visitors
- To provide facilities in a strategic manner to assist visitor management

2.4.2 Information Shelter

Information shelters are an important focal point for visitors, providing an initial starting point for tours and information and interpretation of historic attractions.

There is scope for the provision of information within the historic town centre, possibly in a shop in the Mechanics Institute. However, in the long term it is desirable to have the initial information centre away from the principal attractions to avoid congestion. The shelter should be located either at the Railway Yard or the Post Office car park where it would be available to visitors as they arrive.

The tourist railway station building in the initial visitor car park is ideally located to inform visitors of historic attractions and suggested ways to tour the Historic Area. The former Post Office building is also a possible venue for an information centre. This building is well positioned at the beginning of the historic town centre. Supervision or assistance, although desirable, would not be essential.

A shop in the Mechanics Institute could be used as an initial information centre prior to the completion of the other two shelters.

Management Prescriptions:

- *An information shelter should be constructed at either the Railway Yard, Post Office car park or both*
- *A shop at the Mechanics Institute could be used as a provisional information centre*

2.4.3 Amenities

Within Walhalla public amenities include toilets and washrooms. At present amenity buildings are located opposite the Rotunda and at the North Gardens camping ground. Both these buildings require extensive upgrading works.

The toilet block opposite the Rotunda is unsightly and should be removed. A new public toilet should be constructed in a more desirable location in the centre such as in a re-created building. The toilet block also stands on the site of the Star Hotel which may be re-created at some stage. In the meantime the toilets should be upgraded.

The North Gardens toilet block requires a gable roof as an initial improvement to provide shelter as well as to improve its appearance. Cladding the stone work with vertical timber palings would be a further improvement. Upgrading is also required inside the building.

The railway station toilets have been rebuilt to serve the proposed information centre and the camping ground opposite the former tennis court.

Toilet and washing facilities will also be available at the Chinese Gardens camping ground.

Once completed there will be four public toilet blocks in the town which should adequately cater for visitor needs. The Mechanics Institute will also have toilet facilities but they will not be open to the public.

Management Prescriptions:

- *The two existing public toilet blocks will be upgraded*
- *The main central toilet block will be removed and replaced by an improved amenity at a new location at or close to the town centre*

2.4.4 Picnic Areas

Within this management plan, specific sites have been set aside for picnicking. Facilities vary in different locations.

There are a large number of picnic areas along the main road in Walhalla. Some have been developed especially while others offer very few facilities. Many of these places are used as informal camping sites. It is proposed to reduce the number of these informal picnicking and camping sites to reduce maintenance costs and the unauthorised use of land. Established and proposed new sites are included on Figure 6.

Within the township formal picnic sites will be confined to the land near the cemetery, the railway yards, the Post Office car park, the Long Tunnel park, opposite the Rotunda on CA 71, the North Gardens and the proposed Chinese Gardens camping site.

Some development and restoration work will be necessary for several of these sites, as follows:

The Post Office car park will be designed to allow for a large picnicking site screened from the road by trees.

The Long Tunnel Park opposite the Gold Era Shops is already established as a picnic spot and managed by the Shire. It contains rough hewn tables, barbecues, bins and playground equipment. The Shire produced a development plan for the park (March 1986) which recommended replacing the old fencing, removing debris, planting trees and improving the playground equipment.

Some of the playground equipment is dangerous and should be removed. A playground mound with historical interest should be constructed within the park, such as a replica gold mine tunnel which would be of considerable interest and more suitable than conventional playground equipment.

The picnic site near *the cemetery* is well established with tables, barbecues and bins. Few improvements are needed here although in the future it may be desirable to replace the logs with a more suitable barricade such as the railing used at the Post Office car park picnic area.

The proposed *Central Picnic Area* around the war memorial would have a few bins and tables but no barbecues as it is close to the Long Tunnel picnic site. It is recommended that the central area should be used for tourist movement and relaxation rather than for picnics. However, if the Star Hotel were to be re-created the picnic site could be developed into a hotel garden and screened by trees. For the two development options for this area see Figure 7.

**Fig. 6 CAMPING AND
PICNIC AREAS**

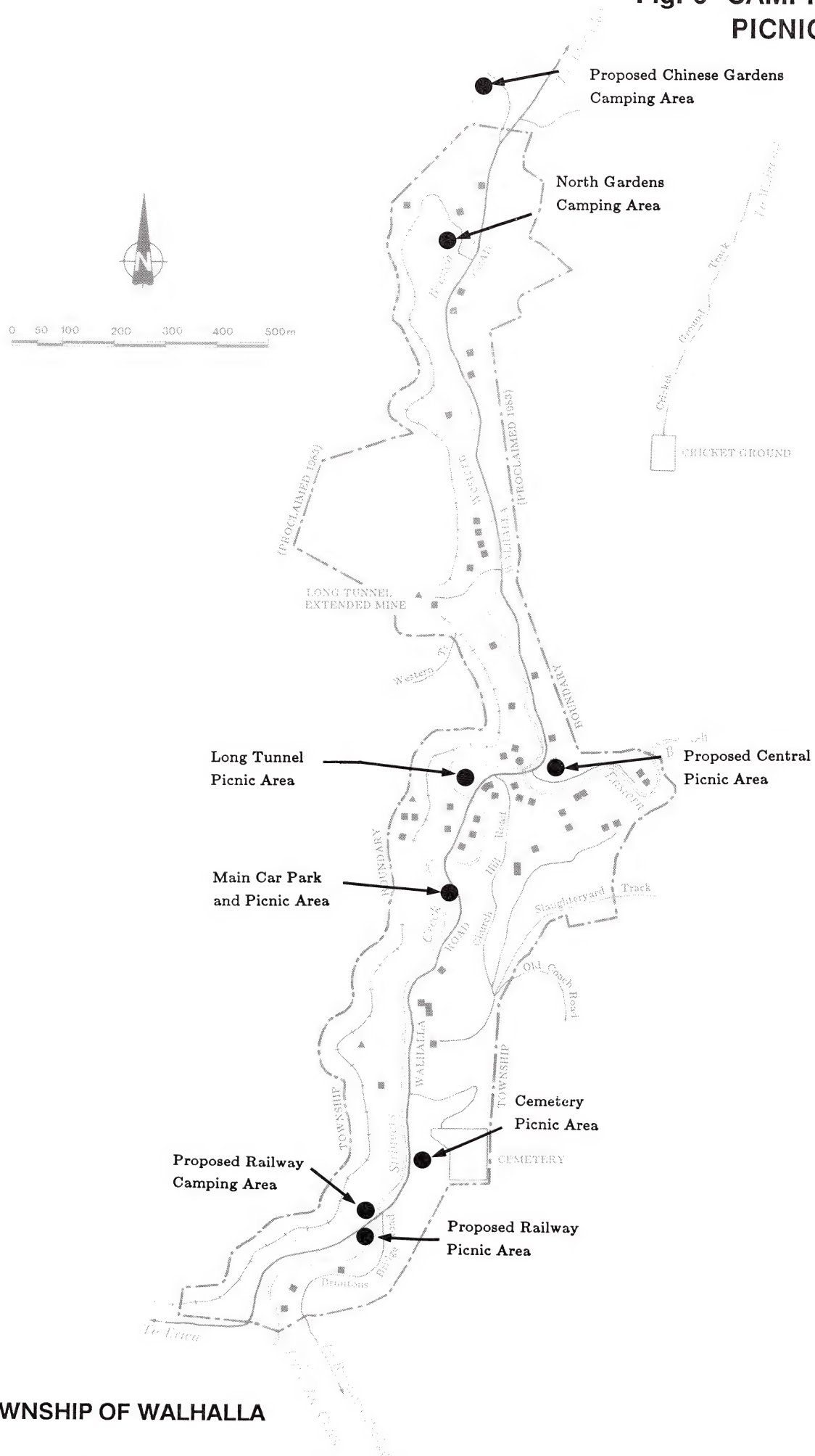
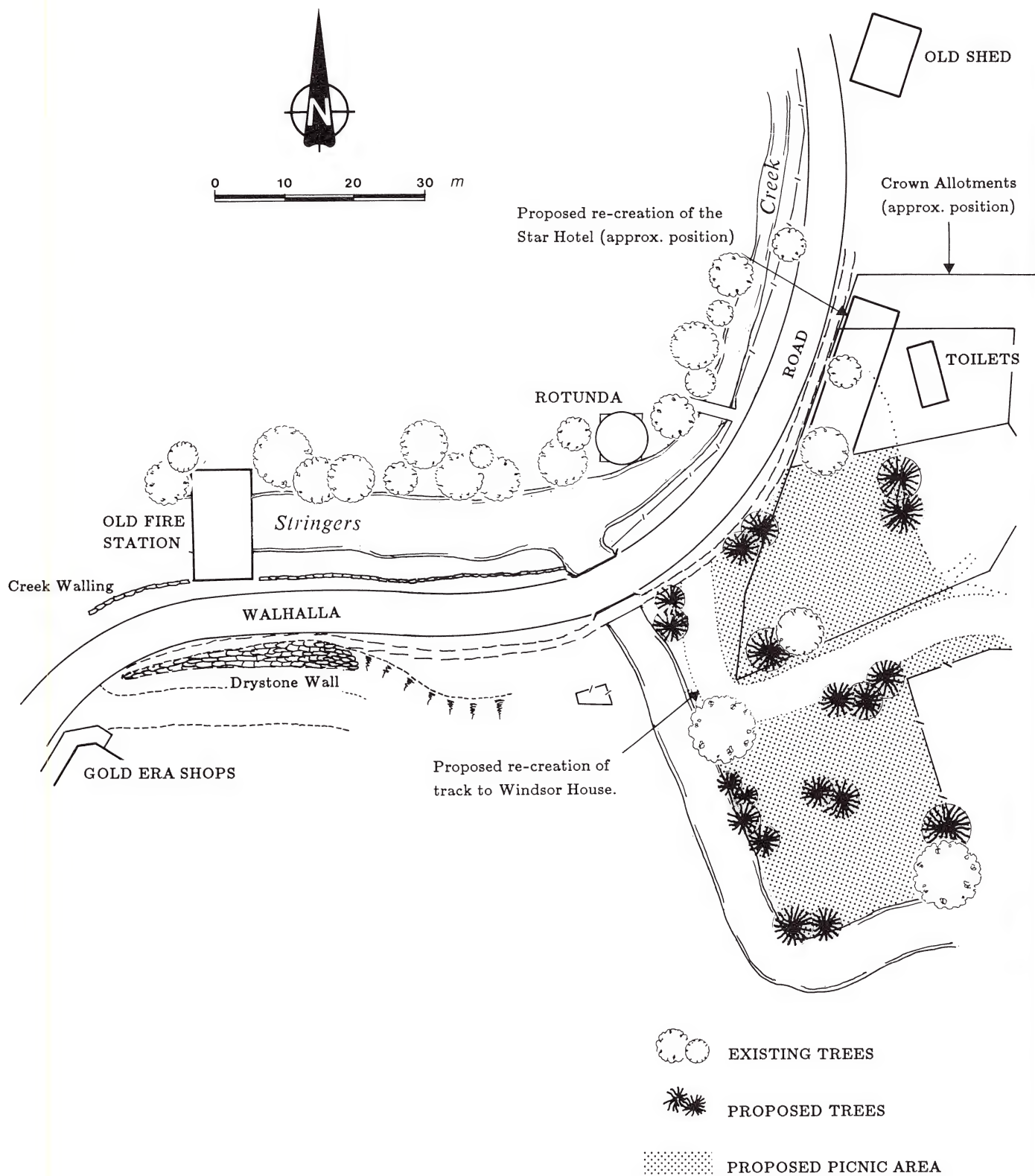


Fig. 7 CENTRAL PICNIC AREA
DEVELOPMENT



TOWNSHIP OF WALHALLA

A small number of barbecues should be strategically placed in all parks other than the Central Picnic Area.

Management Prescriptions:

- *Informal picnic areas along the Walhalla Road will be removed*
- *The Post Office car park will have a screened picnic site with tables, barbecues and bins*
- *Works as outlined by the Shire are necessary to improve the long Tunnel Picnic site*
- *Historic character will be considered in the design of playground equipment*
- *The central area will be developed into a low facility picnic site and garden*
- *The option of the central area becoming a hotel garden should be considered if the Star Hotel is re-created*

2.4.5 Camping

Camping at Walhalla includes the use of tents and caravans on unpowered informal sites. Traditionally camping areas have been unlimited and uncontrolled. They have included the edges of the Walhalla Road in the town, the North Gardens and any cleared space within the valley floor (e.g., Eastern Branch and the space opposite the former tennis courts). This type of camping is particularly popular in peak holiday periods. At Easter 1986, for example, up to 100 camping parties occupied any type of available space within Walhalla.

Uncontrolled camping is undesirable as it creates problems regarding management and sanitation. To overcome these difficulties roadside camping will be prohibited. Camping will be formalized and restricted to sites in the northern and southern sections of the town away from the centre.

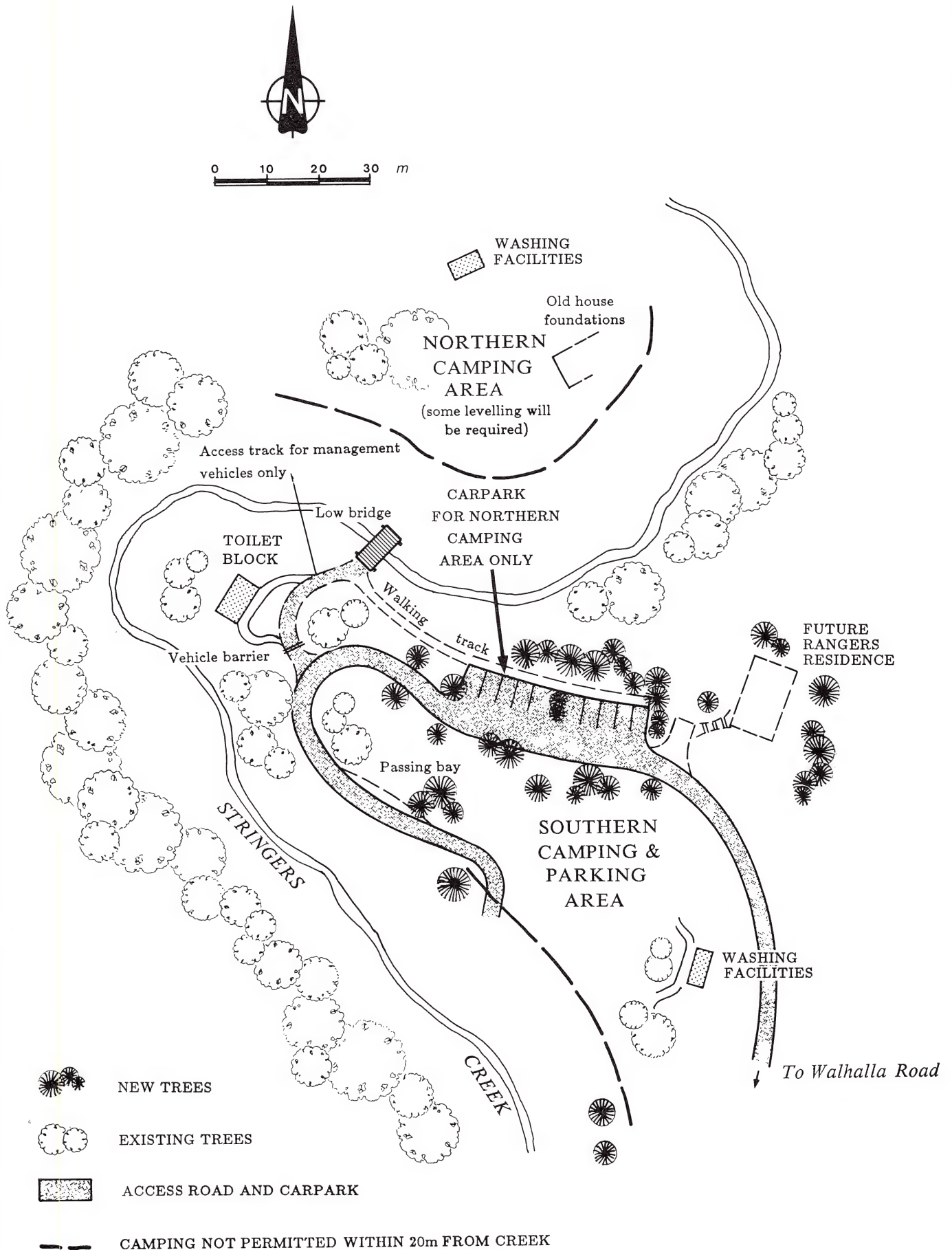
In the north, camping will be confined to the *North Gardens* and the proposed *Chinese Gardens camping ground*, with caravans restricted to the North Gardens. When the North Gardens is landscaped the two camping grounds will accommodate approximately 80 camping parties.

Facilities at the *North Gardens* include conventional and low level tables, barbecues and bins. There is also a day shelter with a fireplace, which needs upgrading. Landscaping is required. The bridge to the North Gardens is in poor condition and should be replaced.

The plans for the *Chinese Gardens Camping Ground* have been detailed by CFL and are included in Figure 8. The camping ground will cater for a limited number of car-based and foot-based campers using sites developed on the two flat areas. Parking is to be on the low spur in between. Amenities will include a toilet and washrooms as described in 2.4.3. Camping in the no camping zone (within 20 metres of the stream) will be discouraged by constructing the unloading and turning bay here and by allowing grass to grow to a level which inhibits camping. Trees may also be planted in this zone, however it is important not to overplant the site and destroy its historic landform as a cleared flat area.

The proposed link with the extended Tramway Track will begin in the northern flat area so walkers can cross the creek at the proposed low bridge. In the south, camping will be opposite the former tennis courts (Eastern Branch). Once cleared and landscaped, this site will cater for 10 camping parties.

**Fig. 8 CHINESE GARDENS
CAMPING GROUND**



The former tennis court could be used as an overflow camping site in peak periods. Alternative camping sites will need to be further investigated.

When facilities for camping are in place, camping fees should be introduced.

The Shire Engineer will prepare a policy on long term caravan habitation within Walhalla.

Management Prescriptions

- *Camping on roadsides and other informal sites will be phased out and confined to designated sites (one existing, three proposed)*
- *Caravans will be confined to the North Gardens*
- *Improvements to the North Gardens will include landscaping and improved camping facilities*
- *The North Gardens bridge will be replaced*
- *A camping ground will be established at the Chinese Gardens*
- *Camping fees will be introduced when facilities are in place*

2.4.6 Public Furniture

The design and position of public recreational furniture is important and needs to be in keeping with the historic environment.

Picnic furniture should be made of hardwood and be robust in design. It should not be painted so that it acquires a weathered look as well as reducing maintenance costs. The external framework of the barbecue should be of stone walling (or a suitable alternative design) and not concrete or metal.

Public seating outside shops and along streets was limited in the mining period. A number of seats were provided, probably by shop keepers, outside buildings such as the Star Hotel. These were apparently of simple construction as detailed in the *Walhalla Conservation Study* (1984).

A limited number of simple bench seats at strategic points along the footpath within the centre would be useful. Appropriate positions would include the Gold Era Shops, the bridge near the Mechanics Institute (an original seat position) and outside the hotel, if re-created.

As picnic areas already exist within the centre, the table and seats outside the milk bar are inappropriate and should be removed. A single bench seat should be positioned next to the footpath near the milk bar.

Management Prescriptions:

- *Picnic furniture should be wooden and unpainted*
- *A limited number of simple seats should be strategically placed along the main street*
- *The table and chairs in front of the milk bar will be removed and replaced by a single bench*

- *Barbecues should be surrounded by stone walling or a design sympathetic to the historic environment*

2.4.7 Footpaths

The reconstruction of footpaths which once existed along most of the length of Walhalla is needed to encourage visitors to walk in and around the town. In 1986 a length of footpath was reconstructed from the Rotunda to the former Post Office. This path closely resembles the original paths and was constructed with asphalt and red-gum as specified in the *Walhalla Conservation Study* (1984).

Footpaths should accurately reflect those of the mining period and be built along original alignments. Thus paths should be reconstructed up Church Hill Road to the Church steps, to the Post Office car park, from the Rotunda to the LTEM, and from the Post Office car park to the former Bakery, as shown in Figure 9. It may not be possible for the footpath through the car park to follow the original alignment because of proposed development.

The construction of the section past the Star Hotel site on the eastern side will discourage car parking. Access must be retained for cars using the Windsor House track.

The reconstruction of footpaths within the centre should not be undertaken until parking restrictions and vehicle use has been established, as these will determine the appropriate width of the street.

A number of original sections of footpath still exist along the main road. These consist of patches of asphalt and old rotting red-gum guttering which is generally overgrown and not obvious. In some sections of the town these original artefacts should be preserved and not covered with new footpath works, for example near the fire station and the former Bakery. This is done by reconstructing the outer red-gum wall and levelling the surface by surrounding the original remaining asphalt patches with gravel to create a suitable walking surface (see Figure 9).

Management Prescriptions:

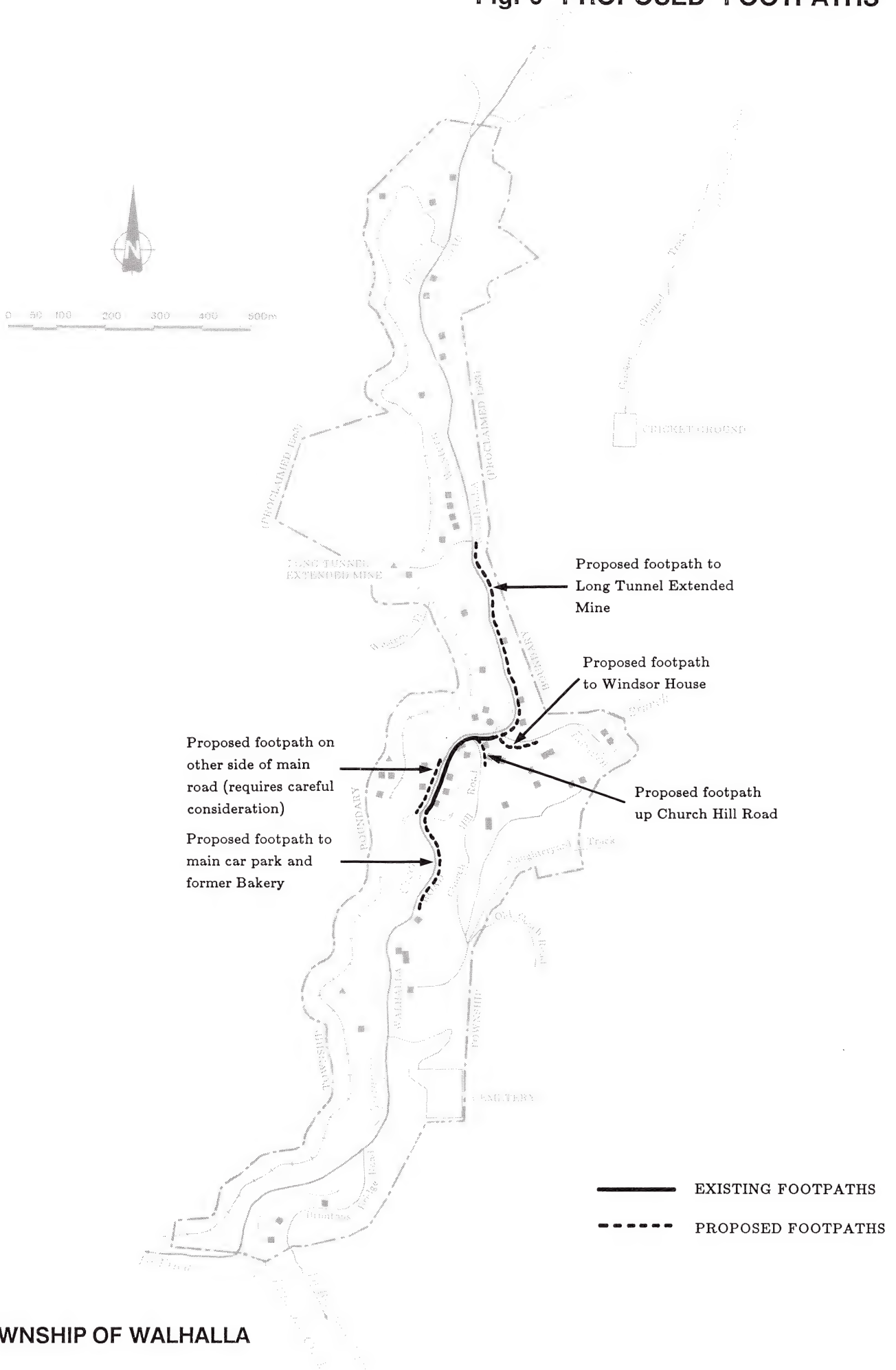
- *Footpaths should be reconstructed along original alignments*
- *Additional footpaths across the front of the informal car park surrounding the war memorial will discourage cars*
- *Proposals for footpaths on either side of the main street should consider vehicle safety and movement*
- *Attempts will be made to preserve sections of original footpaths*

2.5 Interpretation and Information

2.5.1 Introduction

There is little interpretation or information within Walhalla at present which is both organized and useful to the public. Visitors require initial direction upon reaching the Walhalla Historic Area and

Fig. 9 PROPOSED FOOTPATHS



further details of the rich history and attractions of the township. This can be largely achieved through signs and publications.

Objectives:

- To improve visitor information and give a better understanding and appreciation of the Walhalla Historic Area
- To emphasize the interpretation of artefacts to visitors
- To encourage the appropriate use of the Walhalla Historic Area
- To provide general information about the facilities and features within the Walhalla Historic Area

2.5.2 Interpretation

Within this plan, interpretation is defined as the explanation of historic places and artefacts and their relationship to the history of Walhalla.

Interpretation in Walhalla is limited to a number of signs at a few sites, and brief accounts of sites and their history in several small brochures. If this level of interpretation is improved Walhalla will make a major contribution to the provision of historical resources in Victoria.

Interpretation of historic towns in other parts of Victoria is very poor. Places such as Sovereign Hill at Ballarat have detailed historic re-creations but they do not interpret old buildings, nor explain how and with what they were built. The historic town of Maldon has a limited amount of interpretation similar to the present level at Walhalla.

By making a special feature of the interpretation of its history Walhalla could become a unique historical tourist attraction in the State. Visitors would receive an excellent understanding of the many different aspects of Victoria's historic mining past.

Through the use of discrete signs and the Walhalla Brochure, interpretation would detail the history of artefacts and include explanations of dry stone walling, footpaths, shingles, housing density, lifestyles, the dynamics of Stringers Creek, and so on. Of particular importance in Victoria would be the explanation of mining processes. This information would enable visitors to understand gold formation, extraction and processing (see Precinct 5).

The use of signs alone for this purpose is limited. Interpretation would mainly be through the Walhalla Brochure and other publications and by the use of historic photographs as discussed in 2.2.3.

Management Prescriptions:

- *Interpretation through signs and publications will be improved*

2.5.3 Information

Visitors to Walhalla are given insufficient information about sites, places of interest and activities (such as the LTEM tours). They tend to drive in or through Walhalla, park in the centre, visit a few sites, then leave without fully appreciating or encountering the numerous attractions.

Information on the town's resources could become readily available through a number of changes to the existing services.

Apart from the initial information boards at the Railway Yard car park and the Post Office car park (see 2.5.4 below), a limited number of directional signs are needed, such as to the Railway Yard Information Shelter, the Tramway Track, the LTEM, the Cemetery, the Chinese Gardens camping ground and Windsor House.

In general signs will be limited throughout Walhalla (see 2.5.5) as they can cause congestion, obscure the presentation of historic attractions and were not a major component of the mining period. Guidelines for the design, style of lettering and colour of signs are to be found in the *Walhalla Conservation Study* (1984).

Management Prescriptions:

- *There will be an increased yet limited number of interpretation and information signs*
- *The design, style and colour of signs will follow the guidelines in the Walhalla Conservation Study*

2.5.4 Initial Information Boards

Immediate information on reaching Walhalla will be in the form of large boards with concise information easily read from vehicles.

The first information board will be at the Thomson River Recreation Area (see Precinct 8). It will have information on the precinct and general information on the Walhalla Historic Area. There will be no information board at the northern end of the Walhalla Historic Area unless the need arises through an increase in traffic as a result of the Thomson Dam roadway.

In the southern section of the township two major boards are needed. These will be positioned at the proposed Railway Yard car park and just before the main car park. They will have a simple map of the town and direct people to park and walk to the attractions. Campers will be directed to the northern end of the town.

Management Prescription:

- *Major information boards will be erected to give initial directions to visitors*

2.5.5 Freestanding Signs

Signs are to be limited in Walhalla, with information and interpretation being emphasized through a few large boards and the Walhalla Brochure. Signs obscure the presentation of historic attractions (particularly in the centre), cause congestion and are historically out of character with the mining period.

Directional signs will be limited. They will include directions for cars, information for visitors and directions to attractions which are sometimes difficult to locate on maps.



The narrow gauge railway bridge (top and below, background) was built in 1910 over the Thomson River at the junction with Stringers Creek. From here to Wallhalla the train had to negotiate 45 bends and seven bridges. The nearby road bridge (below, foreground) was constructed in 1932. The banks of the Thomson River were always popular for the Sunday picnics frequently organised by local churches or clubs.

Feature signs such as those on and next to the Rotunda and Windsor House will be discouraged. Signs which identify a site and provide historical detail will be replaced by the Walhalla Brochure. However, it will be necessary to place small discrete signs next to sites which are not obvious and require special identification (e.g., Junction Hotel fireplace, boiler blocks, adits).

As discussed in 2.3.5, signs will include wooden signs and conventional signs where necessary to enforce a particular regulation such as 'no-parking' and 'no-camping'.

Design - As free standing signs were not a major feature of the mining period, they should not be made to appear part of the original building or site they are indicating nor should they be completely at variance with it (National Trust Technical Bulletin).

Wooden signs and posts will be favoured over conventional steel signs. They will generally consist of letters routed into wooden planks raised a small distance off the ground. The township sign and the Tramway Track signs are appropriate whereas large signs such as the main one at the LTEM are too obtrusive.

Existing signs which do not fit into this category should be replaced by small discrete signs consisting of a post with an angled aluminium top. This design will be used for all historic sites which require identification, e.g., the boiler blocks.

If appropriate, signs may also be routed into upright posts. Specifications for the signs (i.e., letter height, spacing, board material) should follow the details in the CFL Sign Manual (1985).

Lettering - Lettering should be in a style consistent with those used in the mining period, as seen in old photographs and copies of the *Walhalla Chronicle*. Egyptian (Antique) and Ionic (Flat Clarendon) styles are both suitable (see National Trust Technical Bulletin).

The lettering on the township sign and direction signs to the cemetery and Tramway Track are also acceptable. These styles (similar to Helvetica) are simple and in keeping with historic styles when routed into wood.

Colour - Signs in the mining period usually consisted of dark lettering on a light background, rather like the current township and directional signs. New signs should also adopt these colours or something similar such as dark lettering on a natural unpainted wooden board.

Signs should not be made in colours reflecting other authorities (e.g., green with light lettering used by CFL), so that Walhalla maintains its own distinct identity.

Where CFL is the sole manager of an area, CFL sign standards will apply. In areas of joint management responsibility with the Shire of Narracan (e.g., the Walhalla township), the above standards will apply.

Management Prescriptions:

- *Interpretation and information signs will be limited*
- *Wooden signs and discrete aluminium signs will be used in preference to conventional steel signs*
- *Signs will be unobtrusive and discrete*
- *Lettering and colours will be of an appropriate style*
- *CFL standards will apply in areas where CFL is the sole manager*

2.5.6 Walhalla Brochure

A brochure describing sites, history and visitor information is needed for the Walhalla Historic Area. Such a brochure would also simplify and co-ordinate presentation of the town's resources.

The brochure will replace and expand on existing pamphlets like those published by CFL and the Heritage League. The information contained within a number of simple pamphlets presently available within Walhalla could also be included.

The brochure could begin with a brief account of the towns rich and romantic past. Buildings and sites open to the public could be described with an account of their history, structure and significance. Historic places considered fragile or vulnerable to tourism would not be publicized.

The brochure will expand on various topics of interest such as building methods (e.g. shingles, dry stone walling), the tramways, the railway and mining (gold formation, extraction and processing). This will give an insight into life and work in the mining period.

Maps of the Historic Area and the township will be a main feature of the Brochure. The map of the town could be designed to indicate the different types of buildings (i.e., original, re-created, etc.) as well as the sites of previous buildings.

The Brochure will also include an explanatory note about the joint-management scheme operating in the Walhalla Historic Area between the Shire and CFL.

The Brochure will have two cover designs identical in wording and graphics, but one will provide space for stamps as part of the museum entry pass system.

Because of its expense and size, the Brochure will only be available at shops, museums and supervised information centres. Only museums will offer the entry pass Brochure.

Management Prescriptions:

- *A Walhalla Brochure will be produced*
- *Attention will be given to the production of a detailed township map (and Historic Area map)*

3 Mining

3.1 The Mining Project

3.1.1 Introduction

Gold mining in Walhalla declined in 1914 because of high running costs, a shortage of labour, declining ore grades and falling gold prices.

Today, however, with high gold prices and improved technology, much lower ore grades than were originally mined can be treated profitably. In 1981 a mining company, Walhalla Resources Ltd (later Walhalla Mining Co. NL) was formed to undertake an exploration program aimed at the re-establishment of a major gold mine in Walhalla.

In 1983 recovery of underground workings along Cohens Reef was initiated and since that time a major part of the work has been the delineation of underground ore reserves. In 1987 the Walhalla Mining Company was taken over by Giant Resources Ltd but Australian Anglo American Ltd are still funding 50% of the exploration which is now known as the Walhalla Joint Venture Project.

Upon completion of the exploration stage, the company may propose to commence mining. This is subject to many factors which require discussion and careful planning as well as planning approvals which would be influenced by the outcome of an Environment Effects Statement.

The discussion and recommendations regarding mining have been written in the light of works and proposals concerning the Walhalla Joint Venture Project. However, they are applicable to any company (present or future) undertaking exploration and mining in the Walhalla Historic Area.

Objectives:

- To identify the resource requirements of the mining company
- To improve the control guidelines for the present exploration stage
- To outline and evaluate scenarios for the future mining proposal

3.1.2 Exploration

For the purpose of this plan, exploration being conducted by the joint venture partners is essentially a combination of mineral exploration and mineral evaluation/development as defined in the Planning Guidelines for Responsible Authorities jointly prepared by MPE and DITR.

Most of the exploration activities such as geological\geochemical\geophysical surveys and drilling are being undertaken at the land surface, while both exploration and development activities are being conducted underground. The activities do not include mining and processing of ore except for bulk sampling and off-site testing of selected ore parcels.

At present the company has a number of different exploration and mining tenements which allow exploration and controlled development in particular areas. Exploration Licence No. 830 covers the entire Walhalla Historic Area and is held by CRA who have a joint venture agreement with Giant Resources and Australian Anglo American.

Mining Lease No. 1332 covers the centre part of Walhalla over Cohens Reef and is controlled by the Walhalla Joint Venture Project. A number of small tenements is also held over other prospects in the Walhalla Historic Area.

The Mining Lease covers the present mining works area where continued exploration via shafts and adits will determine the feasibility of any future mining. Work will be concentrated at two specific work sites. Recommendations dealing with these sites are discussed in Specified Land Unit 1.

Exploration works still have to be carried out away from these sites. This includes the investigation of other adits such as Reilys and Peters and surface test drilling (for instance at Mormontown). As these places have been generally undisturbed since mining ceased in 1914, such exploration requires rigid controls to reduce disturbance and to ensure site rehabilitation afterwards.

Tracks - Recent exploration works at Mormontown have left highly visible tracks leading into test drilling sites. Tracks should be hand cut by chainsaw where possible and not bulldozed, to minimize vegetation and soil disturbance. Large drill rigs however, require formed tracks.

Existing tracks, and all future tracks used to gain access to exploration sites, should either be revegetated (where no future use of the site is necessary), or closed off with vegetation (where future use is required). Tracks which are in long term use should be barred to prevent unauthorised use by the public.

Entry Points - Adits and shafts re-opened and entered should be barricaded (with steel bars) during exploration. Further safety work will be needed on the completion of exploration. Where the opening is well positioned for tourist access it should be barred and interpreted as an historic site. Where this is not possible, the opening should be closed off through track rehabilitation and revegetation.

LTEM - The mining company has proposed to explore within the LTEM Reserve. This will involve the recovery of the LTEM shaft and chamber, and is favoured by the LTEM Committee of Management as it is consistent with the Committee's charter to recover the chamber.

Exploration should be permitted with careful consideration being given by the managing authorities and the Committee of Management to ensure there is no detriment to tourism or historic artefacts.

Mullock - Mullock disposal from exploration works should be in line with Mullock and Tailing disposal as set out in 3.3.5.

Interpretation and Information - All exploration works likely to be viewed by the public should be accompanied by informative signs concerning current or recent works and interpretative signs explaining any artefacts. Upon completion of exploration works it will be necessary to determine whether the area remains open to public access.

Management Prescriptions:

- *Planning permits will continue to be required for any surface mining activities within the town*
- *Exploration will be encouraged within the mining works area rather than outside it*
- *Works will be implemented to improve the appearance and conservation of the mining works area*
- *Disturbance to other places will be kept to a minimum*
- *CFL will control the development of tracks for exploration*



A photograph of the battery shed of the Long Tunnel Extended Mine (top) taken in 1908 soon after the Presbyterian church nearby was built. The stacks of timber can be seen beside the shed and at the top of the mullock heap which still dominates the northern end of town (below). The ten head battery at the foot of the mullock heap was brought over from the Harbinger Mine.

- *Rehabilitation works will be undertaken to reduce the visual disturbance caused by exploration works and tracks*
- *Exploration at the LTEM which involves the recovery of the chamber should be permitted*
- *Informative and interpretative signs concerning exploration works will be used where appropriate*

3.1.3 Mining Proposal

Mining is defined as the extraction and processing of ore and involves the construction of a processing plant.

Although the level of present exploration works is acceptable, the impact of mining and processing in the future needs careful consideration to minimize its intrusion on tourism, conservation and residential values in the Walhalla Historic Area.

For mining to be feasible a substantial resource of viable ore grade has to be established. The current expectation is to process in the order of 150,000 tonnes of ore for at least ten years. Mining is likely to be on a 24 hours per day basis but currently the mine is closed at weekends.

A number of options is available if the company proceeds from exploration to mining. The feasibility of each option and its likely effect on other values is considered. Future advances in technology may make some options more attractive than others. The options have been formulated in close consultation with the Walhalla Joint Venture Project.

Underground processing - Although the construction of an underground processing plant would eliminate noise levels within Walhalla, the cost of construction and the handling of large machinery (even when dismantled) makes this option impracticable.

Processing within the historic town centre - This would involve the construction of a plant to process ore and extract gold (probably a re-creation of the Long Tunnel battery). The size of the processing plant, its location, noise level and the general increase in mining activity within the centre, need careful consideration. At the present level of technology this is not a favoured option because of the impact on the environment (e.g., cyanide leaching), but future developments may make processing acceptable within the town.

Empress work area - As this is located away from the historic town centre, its use would reduce noise and activity within the centre. Ore from the Incline shaft would be transported by truck along the Tramway Track. Although widening this track to accommodate truck movement is not desirable, it would be necessary for mining development outside the town centre. Ore extracted from the Empress shaft would not require transportation.

Processing out of Walhalla - This is a favourable option as it removes large industrial development from the town. The Erica/Rawson site or a suitable location within the Historic Area could be found for the development of a processing plant.

Transportation to the Plant - There are four options for the transportation of ore away from the centre to a processing plant. All of these options present difficult problems and conflict with other resource values. They include:-

Option 1 - Pumping a slurry of ore through pipes over the western ridge to Rawson would create the least disturbance. However the cost of construction and repair following machinery breakdown would be high.

Option 2 - An aerial cable car could be constructed to carry ore over the western ridge and across the Thomson River to Rawson. Some disturbance to bushland would be involved but there would be little road disturbance. Again construction costs would be high.

Option 3 - Road transport would involve the use of 30 tonne trucks to move ore to Erica/Rawson via the Walhalla Forest Road. This would result in approximately one truck using the road every hour (100,000 tonnes of ore per year, 260 mining days per year, 24 hour a day). Heavy vehicles at this frequency conflicts strongly with tourist use of the road as a car on the 40 minute return trip to Walhalla from Erica is likely to encounter at least one truck.

Option 4 - Processing at another location. As it is not desirable for trucks to use the Walhalla Forest Road, an alternative would be to construct the plant in another location and change the road route used for transporting ore. A suitable site could be found along the Maidentown Road, possibly near Little Joe Creek. Transportation is not difficult and would not conflict with tourist traffic. Other suitable locations with good road access and not widely used by tourists may be available in or outside the Historic Area.

Although there are a number of desirable options, they are dependant on the success of gold yields and advances in technology at the time of mining. A mining proposal by the company would have to be accompanied by an Environment Effects Statement which would discuss the feasibility of various options and their effect on resources.

Mining of LTEM - If the exploration stage within the LTEM Reserve is successful, the company may propose to mine the ore body associated with the LTEM shaft. Mining within this precinct requires careful consideration because of its likely impact on tourism. If ore was hauled via the LTEM chamber and adit, tourist access to the mine would be denied for the term of mining operations. This would be unacceptable for a number of reasons. These include the popularity of the mine with visitors, its attraction as a unique authentic mine and the considerable tourism effort and funding put into it.

An alternative to ore and mullock haulage via the chamber and adit is to haul it via the Incline shaft or the Walhalla Chamber at Creek level. This would reduce disturbance within the tourist section of the LTEM. The LTEM shaft would be used for ventilation and occasional entry for maintenance and safety when necessary.

Management Prescriptions:

- *Processing of ore at the present level of mining and processing technology should not be permitted within the township of Walhalla*
- *A plant could be constructed at Erica/Rawson if an aerial cable car or a pumping system was used for ore transport*
- *The construction of a plant at a location where ore transport does not utilize the Walhalla tourist road should be investigated*
- *In order to reduce disturbance to tourism within the LTEM precinct, ore and mullock should not be hauled via the chamber and adit but via a lower level*

3.2 Mining Interaction with People

3.2.1 Introduction

Mining has both important benefits and drawbacks to Walhalla and its resources. Sound management of present exploration works and the proposed mining venture will reduce the impact of mining and promote its benefits.

Objectives:

- To minimize the impact of mining on tourism and residents
- To promote the benefits of mining for tourism and employment

3.2.2 Tourism

The present mining project, since its commencement in 1984, has undoubtedly attracted visitors to Walhalla, especially with various news items and features in the local and State popular press.

The mine is one of the closest and most accessible from Melbourne and is conveniently located with many other attractions associated with mining and mining history. Recovered old workings would also be an attraction.

The mine is adjacent to the Tramway Walking Track at Walhalla and the public can get an excellent view of the Incline shaft, winch-head and other workings.

An information board should be erected near the Incline Shaft to tell visitors what is happening. Safety fencing should also be constructed along the side of the Tramway Track. At present the major conflict with tourism is the noise level from the generators and the appearance of the works area, both of which could be improved.

Future plans for mining will see greater conflicts with tourism but also some further benefits to Walhalla. Tourist numbers would increase with the advent of mining due to the publicity and greater public interest. Visitors would see more activity within the town particularly around the Incline shaft.

The company may propose to establish a public gallery and underground tours. This would provide more information on the mine and assist public relations. This gallery would not compete with the LTEM tour but rather complement it by showing modern technology and development.

Increased noise levels and activity throughout the town as a result of mining would conflict with tourism. The construction of the processing plant at the Empress area would reduce noise levels within the town, although some noise from truck movement, tipping and mine machinery would be inevitable.

For most of the year these conflicts would be minimal as the mine operates on weekdays when there are few tourists. However in the summer months and other holiday periods, this would also be a problem.

Although these conflicts are undesirable, to a large extent they are unavoidable and must be tolerated as part of the mining operation.

Management Prescriptions:

- *Tourist information and safety should be improved*
- *The noise level and the appearance of the mining works area will be improved*
- *Upon the advent of mining, public interpretation and information should be increased*
- *Where possible management will attempt to reduce the conflict between tourism and mining*

3.2.3 Resident Interaction

Permanent residents living in the town are continually affected by exploration, particularly by the noise from the generators and the unsightly works. Weekend residents are not affected to the same extent as the mine is then closed.

The mine benefits the resident population by offering limited employment and extra business for the town during the usually quiet weekdays. Some of the mine's employees are living in the town thus increasing its population and business.

Although the present level of exploration is generally acceptable to residents, future large scale development which includes the construction of a plant in the centre would not be desirable. However it must be recognized that Walhalla will become a busy mining town during the term of the mining venture. Residents may have little choice other than to tolerate the changes during the length of the mining operation.

Management Prescriptions:

- *Where possible, conflicts between residents and mining will be resolved*
- *Future proposals will consider the influence of mining on residents*

3.3 Environmental considerations

3.3.1 Introduction

From the end of the mining period until 1984 Walhalla and the surrounding hillsides remained relatively undisturbed. Exploration since 1984 has altered the environment in many ways including changes to landforms, noise levels, underground workings and Stringers Creek.

These changes are less dramatic than those experienced during the mining period when the virgin landscape was cleared and worked. However their significance today is that they effect historic places and other resource values.

Objectives:

- To assess the environmental impact of mining
- To reduce the disturbance to the environment
- To recommend environmental rehabilitation works

3.3.2 Alteration and Recovery of Mining Artefacts

As the exploration stage consists primarily of recovering workings from the mining period it is expected that a number of surface and underground artefacts will be encountered. As all artefacts have historical value their conservation should be encouraged. Such artefacts are the property of the Crown (under Section 59 of the Mines Act 1958 as amended) and, where possible, should be handed over to the ranger for safe keeping.

Artefacts, such as rock drills, may be found underground in machinery chambers where tools and machinery were deposited. If these artefacts can be removed they should be recorded and donated to the LTEM museum. Artefacts which cannot be removed (e.g., spool of cable in the Walhalla machinery chamber and the wooden counter lever at level 3), should be preserved *in-situ* and protected from mining development.

Landform is difficult to conserve in some circumstances as modern exploration and mining requires more surface works and installations than that of the historic mining period. Openings to adit and shafts can be preserved during mining operations and interpreted as part of the mining history.

Management Prescriptions:

- *Underground artefacts should be removed where possible for conservation*
- *Artefacts unable to be recovered should, where possible, be preserved and protected in-situ*
- *The Shire will introduce planning controls to protect small recoverable artefacts and large immovable artefacts*
- *Where possible the mining period landform should be conserved from alteration by exploration works*

3.3.3 Noise

As discussed earlier, noise levels from the mine conflict with tourism and residential values.

Noise levels from the generator could be reduced by erecting a buffer wall. Although the steep hill behind the generator will still reflect sound back into the valley, the wall would absorb a considerable amount of sound.

If the company proceed with mining it is likely that power will be supplied from the State's electrical grid (see 6.1.6). Noise levels would then be substantially reduced.

Noise from other activity, as discussed earlier must be tolerated as part of the mining operation.

Management Prescriptions:

- *Noise from the mining operations should be kept to acceptable limits.*
- *A buffer wall to be erected in front of the generator.*

3.3.4 Stringers Creek

The mine operation involves the use of Stringers Creek to gain entry to the mine and for the discharge of waste water. Recommendations for use of Stringers Creek are outlined in Specified Land Unit 1 and include the construction of permanent floodways and the continual monitoring of the creek.

If mining commenced in Walhalla, Stringers Creek would be further affected. A bridge or floodway would be necessary to allow for heavy vehicle movement if works at the Empress area were increased.

The effluent flow into the creek may increase and would require continuous monitoring to assess any impact on water quality.

Management Prescriptions:

- *Permanent floodways (or bridges if appropriate) should be constructed across Stringers Creek*
- *Effluent flow into Stringers Creek should be monitored*

3.3.5. Mullock and Tailings Disposal

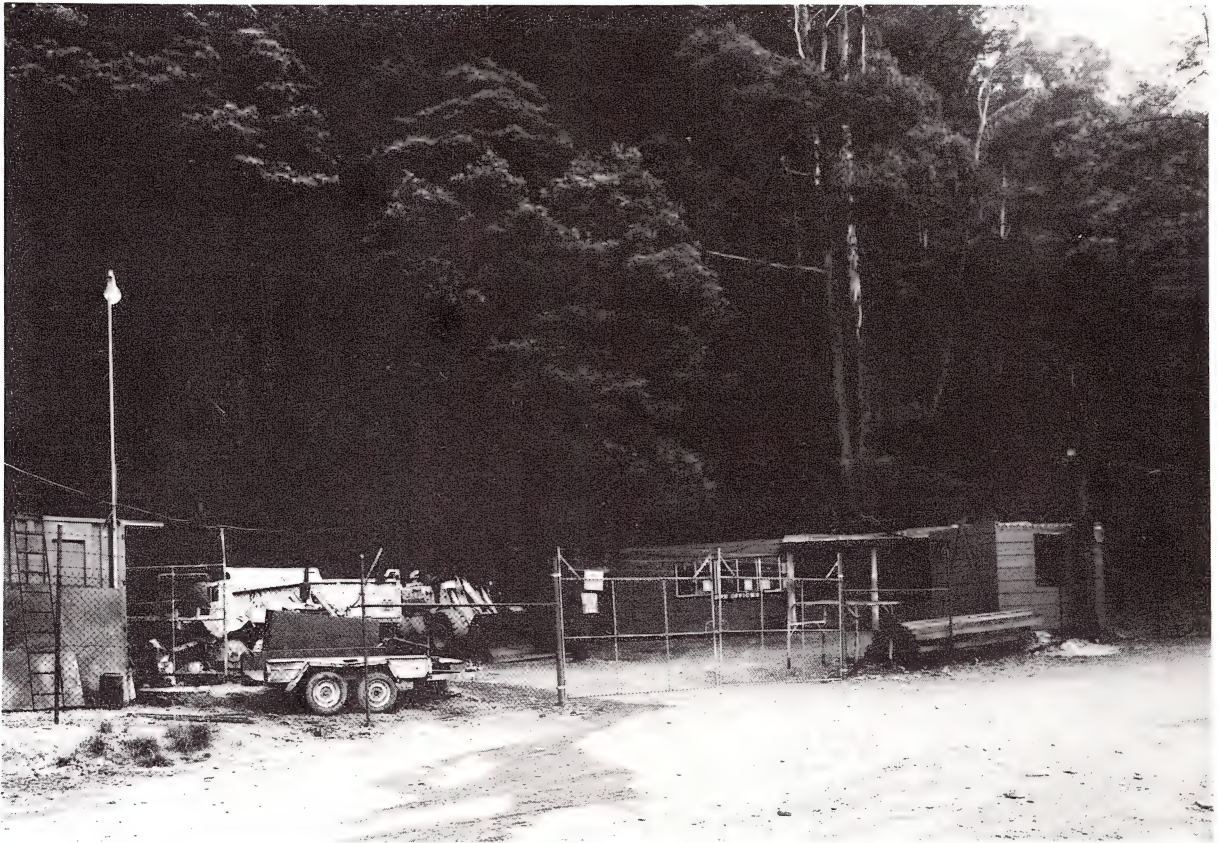
Mullock is the non-goldbearing rock created as a waste product when recovering old workings or when working new areas.

A large quantity of mullock has been removed since exploration began in Walhalla. This has been disposed of by dumping it on the existing mullock heap, by filling in the former tennis court or as a road fill around Walhalla.

So far, these uses of mullock are acceptable and do not intrude on the landform, but problems would arise with increased quantities of mullock in the future.

Two other places have been earmarked for future mullock disposal, opposite the former tennis courts, and along the Maidentown Track. In the former, mullock could be used for landscaping while the latter could hold large quantities of mullock from both the exploration and mining stages of the project.

Tailings are a slurry of crushed quartz which has been processed for gold extraction. Over a ten year period the mine would produce approximately 1.8 million cubic metres of tailing slurry (1.6 cubic metres per tonne). Disposal would require the construction of a large retaining wall or dam. If the plant were constructed within the Historic Area or at Maidentown the dam would fill a steep gully and eventually be revegetated. There is also an environmental concern regarding toxic treatment chemicals such as cyanide in the slurry. Further investigation is necessary to determine



The site office of the Walhalla Joint Venture Project (top) where the Long Tunnel Mine once stood. The Company has explored to a depth of 275 metres through the old Incline Shaft nearby. The Incline Shaft is 1,220 metres long and leads into the 64 kilometres of the Long Tunnel Mine underground workings. A view of the site from across the valley (below) shows the original Long Tunnel Mine mullock Heap.

an environmentally acceptable and practical site for tailings disposal. The possibility of backfilling underground workings should also be examined.

Management Prescriptions:

- *Mullock disposal should be at the specified sites*
- *Further investigation is necessary to determine suitable sites for mullock and tailings disposal*

3.3.6 Conservation

As the mining project is such a prominent and environmentally influential development, the overall conservation of Walhalla must be considered at every stage. The *Walhalla Conservation Study* (1984) will be an invaluable guideline for this .

The safeguards already discussed for noise levels, creek effluent and waste disposal will greatly assist here. The mine has been closed at weekends for financial reasons and the consequent noise reduction has benefited tourism. A producing mine would operate at weekends.

It is important for the company to continue to maintain a good relationship with residents and visitors. The erection of signs and information boards goes a long way to achieving this. The company also intends donating money to projects such as creek rehabilitation and has carried out works such as filling sites in need of landscaping with mullock. Public relations between the company, the residents and visitors should be further encouraged so that mining activities can be better understood in the context of a mutual concern for conservation.

Management Prescriptions:

- *The use of mining methods that are sensitive to conservation will be encouraged*
- *The impact of weekend mining operations on tourism should be considered*
- *Public relations between the company, residents and visitors are important*

3.3.7 Rehabilitation

Upon the completion of the mining project it will be necessary to rehabilitate the site. This will involve revegetation and landscaping to improve the appearance and ensure the safety of the area.

If exploration is abandoned, rehabilitation will be undertaken soon. If mining is conducted under the proposed ten year period, rehabilitation will be postponed till then. Either way, it will involve major works.

Rehabilitation will include levelling sites when buildings are removed, erasing roads from mullock heaps, removing debris, landscaping mullock heaps, revegetating the walking track and landscaping and revegetating earthworks.

The usual practice of mining companies is to pay an initial bond which acts as a guarantee for rehabilitation works. A bond of \$2,000 has been paid on Exploration Licence No. 830 and one of \$20,000 on Mining Lease No. 1332.

Management Prescription:

- *Rehabilitation will be carried out when the mining project is completed*

3.4 Other Mining and Prospecting

3.4.1 Introduction

The current exploration licence expires in June 1988 and cannot be renewed again unless special circumstances are proved. The possibility therefore exists for future exploration by other companies in the Walhalla Historic Area.

Some mining activities do not require the approval of the managing authorities, but all mining activities require some form of Miner's Right Claim or licence from the Department of Industry, Technology and Resources (DITR).

Objectives:

- To detail the opportunities for other mining activities
- To recommend guidelines for management of these activities

3.4.2 Miner's Right Claims

The type of mining tenement commonly sought by single or small group operators is the Miner's Right Claim which is restricted to areas of one hectare or less, although up to five hectares can be marked out if prior written consent is obtained from the Minister of Industry, Technology and Resources. Under certain circumstances, claims can be registered over areas within a current Exploration Licence tenement.

Disturbance to the environment by machinery and vehicles may become a major concern on such claims. Consequently, all Miner's Right Claims should incorporate requirements for environmental conservation in the conditions attached to the claims by DITR (these conditions would be formulated in consultation with CFL and the Shire).

Management Prescription:

- *Miner's Right Claims will have conditions set to ensure minimal environmental disturbance*

3.4.3 Mullock and Tailings Treatment

Mullock and tailings heaps are in themselves a modification to the original landscape and in some cases their removal or treatment could be beneficial to the environment, for example, in creek valleys. In other instances it can be detrimental to the environment if a heap is destroyed and the surrounding land substantially changed.

Consequently tailings treatment should not be permitted in the township or other popular sites where the landscape is a familiar attraction. However, applications for treatment elsewhere should be carefully considered on an individual basis by DITR in consultation with CFL and the Shire.

Management Prescriptions:

- *Mullock and tailings treatment should not be permitted in the township or other popular tourist sites*
- *Tailings treatment in other areas should be considered on an individual basis*

3.4.4 Fossicking, Panning and Eductor Dredging

Fossicking and panning includes metal detecting, hand fossicking and stream and alluvium gold panning and require a Miner's Right.

Eductor Dredging Licences are issued for a period of one year by DITR. Dredging is restricted to limited parts of specific streams and these are determined annually by the Mining Consultative Committee on the basis of recommendations made by an interdepartmental committee on eductor dredges. This committee comprises representatives from DITR, CFL and the Rural Water Commission.

Management Prescriptions:

- *Fossicking and panning require a Miner's Right*
- *DITR will not permit eductor dredging of streams within the Walhalla Historic Area*

4 Interested Groups

4.1 Walhalla Historic Area Advisory Committee

4.1.1 Introduction

The Walhalla Historic Area Advisory Committee (WHAAC) is a multi-disciplinary body consisting of 10 members and 10 observers:

MEMBERS	2 Councillors - Shire of Narracan 2 Officers - Department of Conservation, Forests and Lands 1 Victorian Tourist Commission 1 Heritage Unit - Ministry for Planning and Environment 1 Department of Industry Technology Resources 1 Ratepayer representing permanent residents 1 Ratepayer representing Walhalla Heritage League 1 Ratepayer representing Walhalla Mechanics Institute Committee of Management
OBSERVERS	1 Shire of Narracan 1 Historic Places - Department of Conservation, Forests and Lands 1 Latrobe Regional Commission 1 Historic Buildings - Ministry for Planning and Environment 1 Public Member 2 LTEM Committee of Management 1 Road Construction Authority 1 Walhalla Joint Venture Project 1 Officer - Conservation, Forests and Lands

WHAAC was established by the Council of the Shire of Narracan in December 1982 as a result of a recommendation from the Walhalla Steering Committee report, June 1981.

The committee met every month until the beginning of 1986 when meetings became bi-monthly.

Objectives:

- To detail the role of WHAAC
- To improve the operation of WHAAC

4.1.2 Role and Operation of WHAAC

WHAAC was set up to advise the Minister for Conservation, Forests and Lands and the Shire of Narracan on to the management of land in the Walhalla Historic Area. It also liaises between CFL, the Shire, other Government agencies, the community and private enterprise (See Appendix C).

WHAAC reviews all planning applications and management proposals and provides expert advice to the managing authorities. The committee has been able to co-ordinate works and promote historic preservation and conservation as well as encourage historically sympathetic development.

Although WHAAC is fulfilling its role and achieving its primary goals, the large number of members and observers make the formulation of planning and management advice a slow process.

At one time a WHAAC sub-committee was formed to overcome some of these problems but this did not eventuate and it was discontinued. With the restructuring of WHAAC a sub-committee should not be necessary. What would improve WHAAC's efficiency would be detailed guidelines for the preparation of management advice.

Management Prescriptions:

- *WHAAC will be restructured to reduce the number of members in order to increase the efficiency of management advice*
- *The management plan will provide detailed guidelines to achieve this*

4.1.3 WHAAC Restructure

WHAAC will be restructured and given a smaller, more efficient format. Members and observers will be replaced by a reduced number of members only. This should promote effective discussion and improve the quality of advice offered to the managing authorities.

Former members and observers of WHAAC not included in the restructure will take on the role of technical advisers. They will receive all correspondence and will be called upon for expert advice when necessary.

Members of the Committee will each have a substitute with equal voting rights. The substitute must officially represent the same body as the member. In addition the substitute may appear as a technical adviser to the member.

The agenda system at committee meetings needs to be improved. The agenda should be circulated several weeks prior to WHAAC meetings. Reports by members, which are usually given verbally at WHAAC meetings, should be included in the minutes to improve liaison between groups. One public member should be nominated to give a report on all public concerns.

A more formal agenda will assist the system of liaison and advice required by the Shire for planning proposals. This will be particularly effective if all correspondence regarding Walhalla is also sent to the WHAAC secretary for inclusion on the agenda.

Management Prescriptions:

- *WHAAC will be restructured by reducing the number of members and transforming other members and observers to Technical Advisers*
- *It is recommended that the re-structure consist of the following Members:*

1 Chairperson (Councillor nominated by Shire of Narracan).
 1 Councillor - Shire of Narracan
 1 Officer - Shire of Narracan
 1 Regional Staff - Department of Conservation, Forests and Lands
 1 Historic Places - Department of Conservation, Forests and Lands
 1 Historic Building Council - Ministry for Planning and Environment
 1 Officer - Victorian Tourism Commission
 1 Mining Section - Department of Industry Technology and Resources
 3 Public Members

- *A list of technical advisers will be available when expert advice is needed*
- *A substitute will be nominated to represent members in their absence*
- *The agenda system will be improved*

4.2 Residents

4.2.1 Introduction

Ratepayers at Walhalla are generally either permanent residents or people who stay in the town at weekends or public holidays.

There are no reticulated services at Walhalla. Residents have to rely on generators, bottled gas, water tanks and septic tanks. Even regular services such as plumbing, carpentry and supermarkets are lacking. This means that survival can be difficult and time consuming. For non-permanent residents, the isolation and reduced utilities are part of the attraction of the town.

Objectives;

- To improve relationships between permanent and non-permanent residents, tourists and WHAAC
- To support Walhalla as a functional living town rather than a static museum piece

4.2.2 Residents and Tourism

Residents play an important role operating Walhalla as a tourist attraction. Among the attractions they run are Windsor House, the former Fire Station and the LTEM. Without this local support the town would not function on a daily basis and would lose its living character.

Non-permanent residents also contribute to the promotion of the town by providing back-up support for such attractions as the Mechanics Institute, Windsor House, and the Heritage League.

The privacy of all residents in Walhalla should be respected by tourists, although at the same time tourist appreciation of historic houses should be acknowledged by the occupier.

Management Prescriptions:

- *Operation of tourist attractions by residents will be encouraged*
- *Co-operation between permanent residents, non permanent residents and tourists should be encouraged*
- *Changes to the management of the town which might be detrimental to its survival as a living town should be carefully considered*

4.2.3 Resident and WHAAC Liaison

As any management discussions may affect the livelihood of residents it is important that there is good communication between managing bodies and residents. This can be achieved by both groups having close liaison with WHAAC.

At present there is a little communication between residents and WHAAC. This is highlighted when works proceed without any notice being given to residents.

To overcome this problem it is recommended that a WHAAC newsheet be distributed to all residents. This will be the responsibility of one of the public members. Residents will also be encouraged to become more involved in management advice through public meetings and a town notice board.

Management Prescriptions:

- *Improved liaison between residents and managing bodies via WHAAC*
- *A public member of WAAC will distribute a newsheet to all residents*
- *Residents will be encouraged through their representatives to become involved in management advice*

4.3 Interaction Between Community and Interested Organisations

4.3.1 Introduction

There are many community organisations involved in the management and care of Walhalla.

These include:

Cemetery Trust
LTEM Committee of Management
Mechanics Institute Committee of Management
Walhalla Heritage League



The cemetery at Walthalla dominated the southern approach to the township. It overlooked the timber roadside cottages and the Stringers Creek wheel race and footbridges (top). At the far end nearest the town it is right above the former local tennis court presently used as a tailings dump (below).

The interaction between these organisations and the managing authorities is focused through WHAAC. Each body is represented on the Committee either with observer or member status, and has an opportunity for liaison and discussion. A number of conflicts do arise, particularly concerning development.

Objective:

- To improve the interaction between the various community organisations interested in the management of Walhalla

4.3.2 Interaction Between WHAAC and Community Organisations

Over many years the number of community organisations involved in different aspects of managing Walhalla has continually changed. Groups have been formed and disbanded or taken on new roles or policies. Although these changes are unavoidable and sometimes necessary, there needs to be greater cohesion between them particularly when WHAAC is restructured.

The organisations should be in contact independent of WHAAC which only meets bi-monthly. Closer interaction will generally increase awareness of events and developments and assist in uniting the various groups.

Management Prescriptions:

- *Improved interaction between organisations is necessary, particularly when WHAAC is restructured*

5 Area Protection

It is not within the scope of this management plan to discuss Walhalla's protection from natural disasters. Rather, it outlines important aspects of area protection with reference to more detailed studies.

5.1 Fire

5.1.1 Introduction

Fire has had a devastating effect on Walhalla since the beginning of the mining period. Much of Walhalla's structural and archival history has been lost as a result of fires in the town. Both the Mechanics Institute and the Star Hotel for example were destroyed by fire as was the original Gold Era Shops building, once the Long Tunnel Hotel. This was replaced by another building of a different design.

It is important to protect Walhalla as it stands today from further ravaging by fire. The remaining historic buildings and artefacts are particularly valued in view of the numbers lost either through other natural disasters or removal by rail after 1914.

Objectives:

- To protect Walhalla from fire
- To incorporate the relevant Fire Prevention Plan into this document

5.1.2 Fire Prevention Plan

The Walhalla Small Town Fire Prevention Plan has been prepared by a sub-committee of the Shire of Narracan Fire Prevention Committee. This prevention plan has been accepted by the Committee and adopted by the Shire Council.

The prevention plan, which is included as Appendix D, is reviewed annually and amended by the sub-committee as the need arises.

The CFL Fire Protection Plan for the Warragul Region deals with area protection and fire prevention in Walhalla. The Disaster Plan for the Region which details procedures and processes for disasters and emergencies, including fire, has not yet been fully developed.

5.2 Flood

5.2.1 Introduction

Floods have had a devastating effect on lives and property in Walhalla. The steep valleys around the town and the two branches of Stringers Creek combine to create huge volumes of fast flowing excess water after heavy rain.

Present and past developments alongside and over the creek, such as footbridges, have not only been severely damaged by floods, but have sometimes aggravated the situation by hindering the flow of water.

Vulnerability to flooding and flood damage must be considered in future developments and creek maintenance works, and preventative measures taken.

Objective:

- To guide future development and creek maintenance works to prevent and withstand flooding

5.2.2 Stringers Creek

Historic accounts from the mining period refer to Stringers Creek being cleaned by hand and flushed from time to time to increase its depth and thereby its water carrying capacity. Today it is important to follow this practice to ensure that the creek is clear of debris and deep enough to cater for large volumes of fast flowing water in periods of heavy rain. If this is not done, debris will accumulate and cause overflowing and flooding.

At the moment the creek is occasionally cleared by the Shire. This is inadequate and regular clearing needs to be done prior to the winter months. Debris should be removed by hand and any excessive build up of the creek bed cleared. This work will be the responsibility of the co-management employee (see 8.1.2).

Bridges can cause flooding by creating a dam with an accumulation of debris or by breaking away and damming the creek down stream (as happened in the 1978 flood). There should be as few bridges spanning the creek as possible and new bridges should be strongly built and raised higher than the normal bank level to increase the passage for water and debris.

Management Prescriptions:

- *Debris and excessive build up of the creek bed will be removed by the co-management employee*
- *The Shire should control bridge design and development*

5.2.3 Gabions/Dry Stone Walling/Wooden walling

Stone walling with local stone has traditionally been used to protect walls from erosion. Wooden walling made from red gum was also used in the mining period.

A dry stone technique was used to construct walls in the mining period . This involved carefully selecting stones and positioning them on the wall which held together by the weight of the stones and the cohesive pattern they created.

Today, the skill and patience needed to create these walls is difficult and expensive to find. The gabion technique of placing stones in wire cages has been adopted as an efficient and inexpensive alternative. Apart from the wire cage, the wall produced is similar in appearance to a dry stone wall particularly if the stones on the outer edge of the gabion are carefully positioned into a

horizontal lattice arrangement. This method should be used where erosion has occurred along the creek bank.

The technique of using mortar to hold bricks in a creek wall (wet stone walling) is unsightly and does not resemble the original wall design as closely as gabions do. This wet stone technique should not be employed any more.

Existing wet stone walls should be concealed by the construction of a dry stone front wall. The front wall may use mortar in its construction if it is hidden at the back of stones (deep grouting). Front walls over existing stone walls are particularly important at prominent sites in full view of visitors (e.g., near the former Post Office). It may be desirable to attempt some dry stone re-creations or wooden walling at other prominent sites. In addition, a number of incorrectly rebuilt stone walls and fences in the Rotunda need replacing.

Management Prescriptions:

- *Gabion construction will include an outer edge of stones in a horizontal lattice arrangement*
- *Wet stone walling will no longer be used*
- *Existing unsightly wet stone walling will be covered by a dry stone face, e.g., near the former Post Office*
- *Walling work in popular areas should be quality re-creations of original walling*
- *Incorrectly rebuilt walls and fences will be replaced by suitable walls and fences, e.g., in the Rotunda*

5.3 Introduced Plants

5.3.1 Introduction

This section is primarily concerned with the problem of blackberries which were introduced into Walhalla from the middle of the nineteenth century. There are a small number of other weeds which are of minor concern in and around in town.

Eradication or control of weeds is difficult in Walhalla because of the steep and difficult terrain and the dangers of poison running off into Stringers Creek.

Objective:

- To identify and control the weed problem in Walhalla

5.3.2 Blackberries

There are several species of blackberry (*Rubus* spp.) which occupy most of the creek banks, wet gullies and hillsides in Walhalla.

The weed is well established because of the creek, the high rainfall, the large number of disturbed areas and the dark moist atmosphere created by the steep hills.

The Lands Department conducted an intensive spraying and manual removal program from the early seventies to 1980. This concentrated on the township, public open spaces, tracks and trails and cleared much of the weed. Since then, blackberry clearance in Walhalla has been part of CFL's regional weed control program which covers public places and trails.

Eradication of blackberries from other locations within the Walhalla Historic Area is difficult for many reasons including the area's sensitivity to spraying. In the future a biological control rust may be introduced. The rust *Phragmidium violaceum* is already present on blackberries in Walhalla.

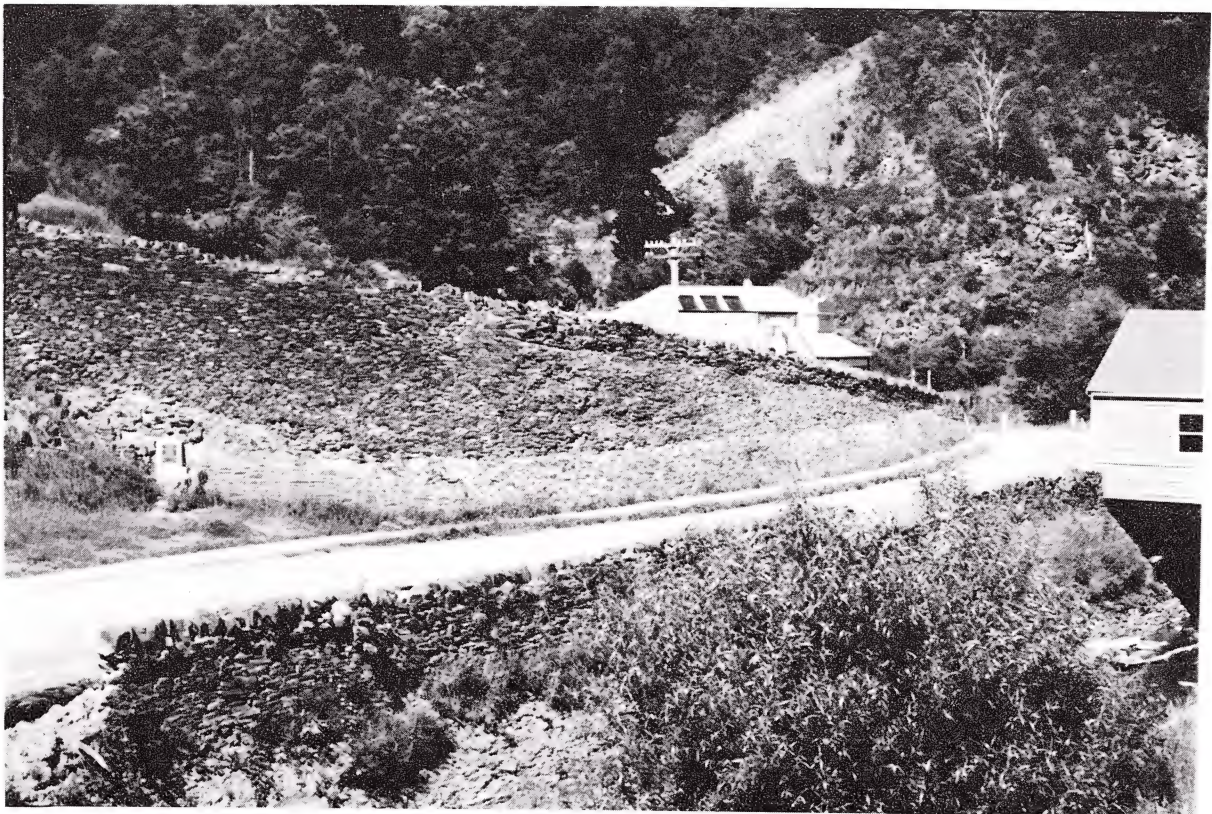
Management Prescription:

- *Blackberries will be controlled in popular areas and on trails where the weed impairs visitor use*

5.3.3 Other Weeds

Other weeds of major concern include furze (*Ulex europaeus*) which occupies disturbed sites such as mullock dumps.

Control of this weed and other weeds such as fireweed (*Senecio* spp.) come under CFL's control program for the region.



The steep road from Maidentown into Walhalla was so hard to negotiate that the town council in 1869 organised the construction of a massive dry stone wall, one of the largest known in Victoria. The Gold Era Shops can be seen behind the wall and on the right is the fire station and the dry stone retaining wall between the road and Stringers Creek.

6 Utilities and Services

6.1 Existing and proposed Utilities and Services

6.1.1 Introduction

The isolation and small population of Walhalla has meant that utilities and services are limited to public toilets, telecommunications, public rubbish and road services. The standard of several of these could be improved.

Objective:

- To improve and maintain utilities and services

6.1.2 Public Toilets

The position and number of toilet facilities has been discussed in 2.4.3. At present there are two blocks with proposals to relocate one block and build another two blocks. Toilets require regular maintenance and servicing, particularly in peak visitor periods.

Management Prescriptions:

- *Public toilets will be regularly maintained and serviced*

6.1.3 Rubbish Disposal

There is a major problem within Walhalla regarding rubbish collection and disposal. At present the Shire uses a small truck based at Erica which collects and transports rubbish to the Yallourn North tip. This is both costly and time consuming particularly in peak holiday periods when more than two runs per week are necessary.

The large number of bins in Walhalla creates problems with litter accumulation and collection. Proposals to reduce the number from 40 to 20 will assist garbage collection, but a new rubbish service will be necessary in the long term.

The Shire recently proposed a garbage collection service for the small number of residences in Walhalla. This service would cost less than the usual garbage service in the municipality and be collected by the Erica based crew on their normal rubbish collection trip to Walhalla.

When the co-maintenance scheme begins the collection of both public and domestic rubbish will be part of the duties of the co-management employee (see 8.1.2).

Management Prescriptions:

- *Prior to the co-maintenance scheme, residents' garbage will be collected by the Shire at a reduced rate*
- *Upon the commencement of the scheme public and domestic rubbish will be collected by the co-management employee*

6.1.4 Telephone/Telephone Cables

Telecommunications reach Walhalla through underground cables over the western ridge along Western Track. They then travel the length of Walhalla through a series of above ground and underground cables.

Although there were a number of poles and lines in the mining period, it is desirable to keep all telephone cables underground to avoid their visual intrusion on the landscape.

Management Prescription:

- *Where appropriate, new cables should be laid underground, following existing roads and tracks*

6.1.5 Road Maintenance

The majority of roads are maintained either by the Shire or CFL. The main Walhalla Road is maintained by the RCA.

All major roadworks and upgrading of roads by any authority should be done in consultation with the Shire, CFL and WHAAC. An Environment Effects Statement may be required for major roadworks such as the proposed rebuilding of the Thomson River Bridge by the RCA, (see Precinct 8). Consultation is not necessary for routine road maintenance within the Walhalla Historic Area.

RCA maintenance - Although the gravel section of the Walhalla Road beginning at the Tyers-Walhalla Road is not in the Historic Area, it is suggested that this section be sealed to improve access to Walhalla. The RCA will service the entire Walhalla Road until it is re-classified when the Thomson Dam Roadway is opened. The road alignment through the town is being reviewed by the RCA and less land will be required for this than was originally proposed.

CFL maintenance - CFL is responsible for the maintenance of most roads within the Walhalla Historic Area and a number of roads leading into the township. The Maidentown Track, Bruntons Bridge Track and the Cricket Ground Track should be serviced on a regular basis with other tracks being maintained when necessary.

Shire maintenance - The Shire is responsible for roads within the township including Church Hill Road, and the eastern branch road to Windsor House. These roads require regular servicing.

Management Prescriptions:

- *All major roadworks will be undertaken by the appropriate authority in consultation with the Shire, CFL and WHAAC. This is not necessary for routine maintenance.*
- *If considered necessary an Environment Effects Statement will be required for major roadworks*

6.1.6 Electricity

Walhalla is the only town within Victoria not connected to a mains supply. Houses and other buildings are either powered by small generators or tap the large generators at the former Walhalla Lodge Hotel or the mining company.

A number of proposals have been put forward to supply power to Walhalla from Rawson. These have been unsuccessful because of the expense and the reluctance of some bodies to contribute towards it. There is now renewed interest in supplying power to Walhalla particularly if the mining company commences mining. A proposal to supply power is discussed below. This was formulated in close consultation with the SEC. The approval of the managing authorities and other relevant authorities is required before any proposal can be implemented.

An estimate was provided in 1986 to supply power from Amors to meet the mines requirements. This included the erection of five kilometres of three-phase 22 kV line, a 500 kVA sub-station for the mine and two 100 kVA sub-stations.

Estimates which include particular sections being put underground and low voltage mains being provided in the town are currently being investigated by the SEC.

Power would be supplied by a three-phase line crossing the Thomson River with an easement over the western ridge to two substations. This easement would be angled to reduce its visual intrusion on the landscape as much as is practicable.

Low voltage supply within the historic town centre should be laid underground to avoid visual intrusion. Putting cables underground for other sections of the town would substantially increase the cost of installation.

The financing of this proposal is governed by the SEC supply extension policy which operates uniformly throughout the State. However, grants can be made available under certain conditions for putting power lines underground in areas of outstanding natural beauty, special significance or historical importance.

Ideally all interested parties, including the Shire, CFL, residents and the mining company will finance the cost of power supply. They should jointly approach the SEC with a firm proposal for financing the supply of electricity to Walhalla.

Management Prescriptions:

- *The SEC and the managing authorities will continue to investigate power supply to Walhalla including cables being put underground within the historic town centre*
- *Parties interested in an electrical power supply should jointly approach the SEC with a proposal*

7 Planning

7.1 Planning Procedures

7.1.1 Introduction

Planning for Walhalla involves the statutory requirement of the managing authorities to develop planning schemes and guidelines for the use and development of the Walhalla Historic Area. It also involves discussion on ideas and proposals prior to their implementation and the formulation of development projects for the future.

The Shire and CFL are the principal managing authorities responsible for freehold and public land respectively. When the Shire proposes particular works within the Walhalla Historic Area, these have to be approved by MPE.

Procedures for planning and management are well established and focus on the liaison and advisory system created through WHAAC. Not all guidelines for areas of responsibility are clear, and some confusion exists regarding liaison and planning advice and proposed works.

Objectives:

- To organise the various planning procedures
- To improve the understanding about their areas of responsibility between concerned bodies
- To improve liaison between these bodies with regard to planning and proposed works
- To improve the involvement of WHAAC in planning procedures.

7.1.2 Conservation, Forests and Lands Department

CFL is responsible for approximately 2,500 hectares of public land in the Walhalla Historic Area and a number of reserves within the township not under a Committee of Management.

The Chinese Garden site, allotments 123A and 123C, was purchased by the National Parks Service in April 1982. CFL has also purchased allotments 162, 113 and 112 which have been reserved as areas of historic interest.

CFL is also responsible for the management of structures on Crown land including the Rotunda, and the railway station buildings. This also includes unauthorized structures such as the log cabin, the lodge and the replica miners cottage in the railway precinct.

CFL is not concerned with structures on freehold land unless they encroach on to public land. This applies to structures on freehold allotments 5, 12, 12A, 73, 158 and 93C.

A number of buildings on public land are held under a permissive occupancy lease. These leases expire in 1990 and it will be the responsibility of CFL and the Shire to resolve the future management and ownership of these buildings.

Management of public land must involve continual liaison and co-operation with the Shire. At present CFL assists the Shire by cutting grass throughout the township. Such liaison and co-operation will be particularly important in the future when land status and occupation problems will need to be resolved and works planned ahead.

Management Prescriptions:

- *CFL in consultation with the Shire will resolve land status and occupation problems*
- *CFL and the Shire of Narracan are to liaise closely for the purpose of improving co-operative management*

7.1.3 Shire of Narracan

Works and developments which require approval under the Narracan Planning Scheme are controlled by the Shire.

Applications are submitted to the Shire for works and developments such as building construction, fencing or tree removal. The Shire may then contact and seek information from particular public bodies and relevant authorities with expert knowledge or interest in the application.

Public bodies and relevant authorities usually include the Historic Buildings Council, MPE, the Latrobe Regional Commission and the Historic Places Branch (CFL) who advise on conservation architecture for new buildings and appropriate repairs and maintenance. Comment from other authorities such as CFL, the Victorian Tourism Commission and the RCA is also included when relevant to a particular planning application.

At present comment and advice on planning applications is generally received through WHAAC. In view of its importance to management and planning, this system requires streamlining.

When planning proposals concern Walhalla, any relevant information is crucial for the guidance of the planning authorities. Walhalla is a visually sensitive township which would be aesthetically damaged by inappropriate development. It is important that planning applications are thoroughly researched and attention paid to details such as colour, materials, window and door dimensions, siting and roof shape.

The Shire maintains a number of visitor facilities including rubbish bins, the central toilets, culverts, gutters and so on, and is introducing a garbage disposal service. It also assists CFL by servicing the North Gardens toilet block on Public Land. The Shire is soon to prepare an Amendment to its recently approved Planning Scheme to introduce detailed planning controls for the township of Walhalla. This would be done in conjunction with MPE and exhibited as a normal amendment.

Rating - The Shire of Narracan rates all buildings within the Walhalla Historic Area and all allotments not owned by the Shire or State Government bodies. Buildings held under a permissive occupancy lease are also rated by the Shire. The Shire also receives rates on all adverse possession allotments from people making the claim.

If rates are not received on vacant rateable land for a period of not less than five years (under the provisions of the Local Government Act) the land may be sold by the Shire for the recovery of rate arrears. If the land is regarded as unsuitable for sale it may eventually be resumed by the Crown or the Council.

Management Prescriptions:

- *The system of liaison and advice to the Shire from relevant authorities and WHAAC will be improved*
- *Bodies submitting planning applications will be required to provide extensive details of their proposals*
- *The Shire will maintain close liaison with CFL to improve co-operative management*

7.1.4 Ministry for Planning and Environment

MPE requires permits for all works proposed by the Shire except those outlined in the Narracan Planning Scheme. Certain changes are necessary to the Planning Scheme to bring some works under greater planning control, as well as to provide detailed conservation planning provision for the town as a whole. This was recommended in the *Walhalla Conservation Study* (1984) but has not yet been incorporated into the Narracan Planning Scheme.

Management Prescription:

- *The Narracan Planning Scheme will be amended to bring certain works under greater planning control and to make more detailed provision for the overall conservation of the town*

7.1.5 Government Bodies and WHAAC

WHAAC has no statutory standing and only fulfils a formal advisory role. Although it is desirable that WHAAC has an opportunity to discuss management proposals and proffer advice, all planning applications or works do not have to go before the Committee. It is possible for works to be carried out or permits approved by either CFL or the Shire without advice from WHAAC. This means that expert advice from various members of WHAAC (e.g., historical advice from the Historic Buildings Council) may not be available when important decisions are being made.

It is believed such advice is essential if management of the Walhalla Historic Area is to achieve its primary objectives. State and Government bodies must be encouraged to present all relevant work and management proposals to WHAAC. This will improve the system of liaison and advice required for planning applications as discussed in 7.1.3. If WHAAC adopts a system of liaison whereby the Shire requests advice directly from WHAAC members (who represented particular relevant authorities) prior to committee meetings, the formal response can be received and discussed at the meeting. This will eliminate the need for the Shire to seek advice along formal channels from the government bodies to which the WHAAC members belong. This is time consuming and duplicates the advice received through WHAAC. The inclusion of the request and response on the agenda will further improve this system.

Management Prescriptions:

- *WHAAC will detail all works which require its attention*
- *The Council will pass a resolution that the Shire liaise with and present all relevant works to WHAAC*

- *CFL will liaise with and present all relevant works to WHAAC*
- *The system of liaison and advice required for planning applications will be improved through the formal channel of WHAAC*

7.2 Zoning

7.2.1 Introduction

Zones are created to exercise planning controls under the Provisions of the Planning and Environment Act.

Within the Shire of Narracan the Walhalla Historic Area is part of the Historic Area Zone of the Narracan Planning Scheme.

A detailed planning scheme for the Walhalla Historic Area within the Historic Area Zone is needed to improve planning controls.

Objective:

- To develop a detailed planning scheme for the Walhalla Historic Area

7.2.2 Planning Scheme

Revised zoning for the Walhalla Historic Area must be in accordance with the Shire of Narracan Planning Scheme 1984.

All of the land within the Walhalla Historic Area is treated as one zone, the Historic Area Zone, with the inclusion of the relevant reservations. It is proposed that this zone have a series of sub-zones as shown in Figure 10. Contained within the sub-zones would be various geographical precincts for which management intention and planning controls are similar.

Fig. 10 PROPOSED ZONING



8 Works and Operations

8.1 Organisation of Works and Operations

8.1.1 Introduction

A considerable amount of on-going work is necessary in Walhalla. This includes regular maintenance, service works and development works.

Some maintenance and service works are necessary on a daily or weekly basis while others are seasonal or annual. Development and project works are financed from either budget allocations (Shire, CFL, RCA, etc) or from special project funds (e.g., LRC, CEP grants).

It is important to organize and supervise these works both within and between authorities, and ensure they are consistent with management policies and strategies not only for individual precincts but also for the entire Walhalla Historic Area.

Objectives:

- To detail the organisation and implementation of works in the Walhalla Historic Area.
- To co-ordinate the works of various authorities.
- To ensure works are consistent with management policies and strategies.

8.1.2 Co-Maintenance Scheme

Walhalla has two managing authorities, the Shire and CFL. Both employ staff and employees to carry out works within the Walhalla Historic Area. CFL has a technical officer based at Erica who is responsible for supervising works carried out in Walhalla by the Erica works crew, for recreation patrols and for enforcing the various Acts applicable to land management.

The Shire also uses its Erica-based works crew in Walhalla under the supervision of the Urban Foreman who regularly patrols the Historic Area. The Shire By-laws Officer based at Trafalgar is responsible for checking by-law infringements.

The isolation of Walhalla reduces the efficiency of officer patrols, supervision and maintenance and development works. It is also inefficient to have certain roles duplicated by the Shire and CFL.

The Shire and CFL have therefore negotiated a scheme whereby works and public relations duties can be carried out by the same person. Within the co-maintenance scheme the Shire will contract its works to CFL which will supervise the joint employee. The scheme will cover public relations, enforcement, maintenance works and works supervision.

Management Prescription:

- *The scheme between the Shire and CFL will be implemented to increase efficient maintenance at Walhalla*

8.1.3 Community Employment Program and Special Project Works

Apart from works carried out by the Shire or CFL as part of their budget allocations to Walhalla (ie. maintenance, work crews, development, officer patrols) funds for works in Walhalla can be generated through CEP Federal funding or from bodies such as the Latrobe Regional Commission.

CEP schemes generally employ unskilled labour to carry out special works, for which 65% of the funds must go to the target group labour. This only allows 35% of funds for materials and outside supervision or skill. However the Shire and CFL can provide assistance and materials outside the scope of the project.

The financial constraints and emphasis on unskilled labour have generally restrict CEP programs to works such as stone walling and track construction. Some recent programs have included more elaborate works where extra funds have been available to contribute to materials and supervision. (e.g., footpath re-reconstruction by a Shire/CEP crew where extra Shire funding was used for materials and supervision).

Supervision of the work crews is very important in Walhalla because of the visual sensitivity of the township. If construction works are carried out incorrectly they may not be sympathetic to the historic environment. This particularly applies to stone walling or gabions which must be constructed carefully and accurately.

CEP schemes or other special projects which employ unskilled labour should only be undertaken by the Shire or CFL when there is adequate research and supervision available to ensure that the works are historically acceptable for development within Walhalla.

Management Prescriptions:

- *The Shire and CFL should be encouraged to supply additional funding to CEP funds to improve the extent of works*
- *Projects funded by CEP and other programs should only be undertaken when sufficient research and supervision is available*

PART V - PRECINCTS AND SPECIFIED LAND UNITS

Precincts are managed as single units to enable sound management of places which may have specific objectives and works priorities.

There are five major historic precincts within Walhalla; the Historic Town Centre, the Cemetery, the Railway Yard, the Chinese Gardens and the LTEM. The Cricket Ground, Maidentown, and the Thomson River Recreation Area are all minor historic precincts. The location of all the precincts is shown on Figure 11.

Apart from the eight precincts there are two specified land units, the Mining Works Area and the General Township. They were formed to enable the overall strategies in the management plan to be put into effect in particular locations.

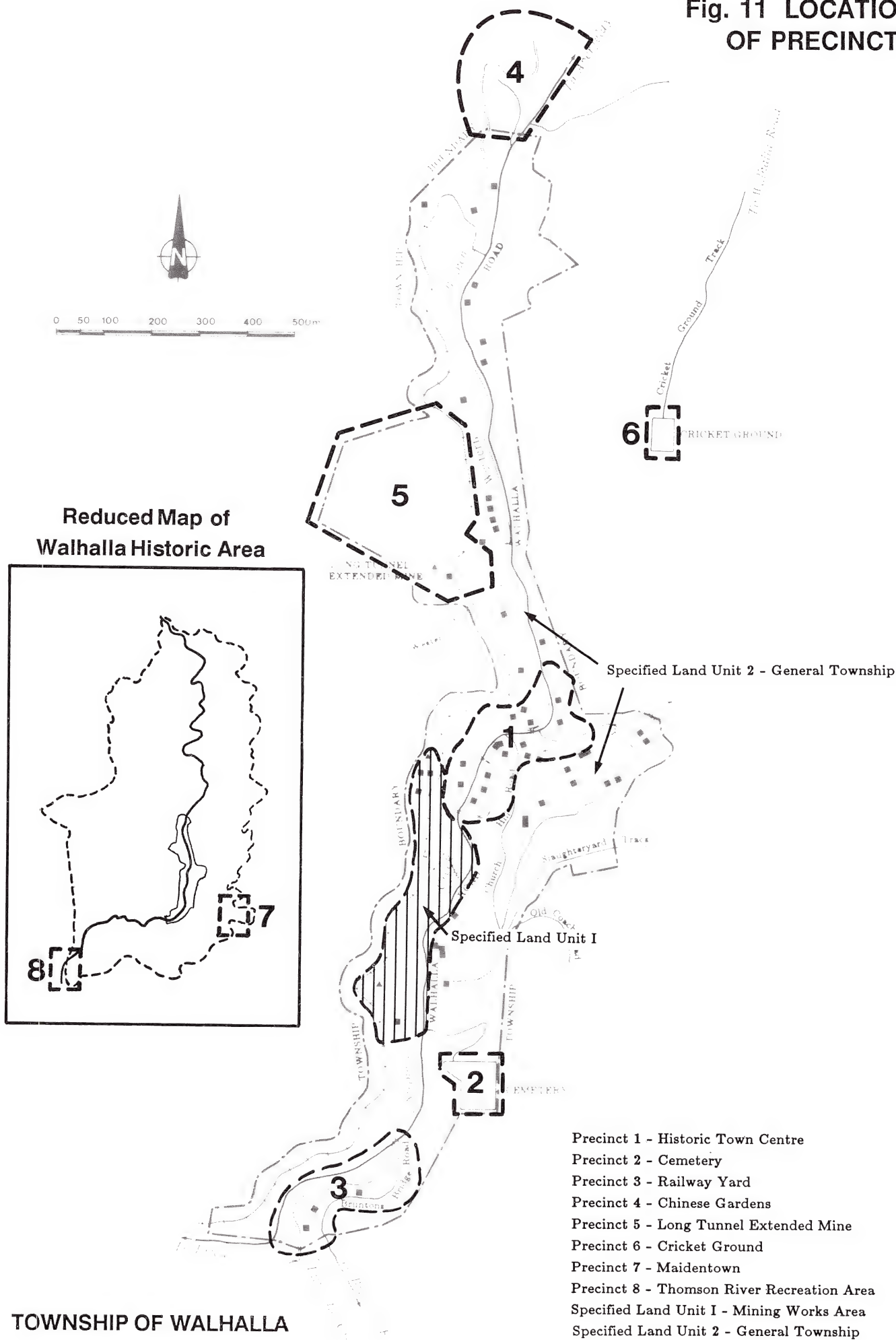
Objectives:

- To identify historic precincts, their significance and their resources
- To detail management strategies for each precinct
- To detail linkages within and between precincts
- To incorporate the management of precincts into the management strategies for the entire Walhalla Historic Area



Walhalla Main Street 1988 from the Long Tunnel Mine mullock heap. The old Post Office stands beside the bridge over Stringers Creek and further up the street is the re-created Mechanics Institute.

Fig. 11 LOCATION OF PRECINCTS



Precinct 1 Historic Town Centre

This precinct incorporates the majority of significant historic places in the town and is particularly popular with tourists. Its boundary was outlined by the *Walhalla Conservation Study* (1984) with the addition of six allotments.

A large number of works has proceeded since the end of the mining period most of which have gone, such as the saw mill which occupied the central picnic site from the 1950's to 1965.

Developments which remain from the post mining period are listed in 1.3.4.

Management and Development

As this precinct has high historic, scenic and tourism values, its conservation is paramount. Particular emphasis should be placed on the building and site restoration and reconstruction necessary for conservation. This will maintain both the historic integrity of the place and its attraction to visitors (see 1.2 and 1.3).

The importance of planning and the need for works should also be emphasized for this precinct. Both planning and research will enable works to proceed which will not adversely effect the precinct's values, and enable them to be historically accurate (e.g., housing) or sympathetic (e.g., stone walling).

Several major developments are planned for this precinct. Although most of these are entirely within the precinct, a number either continue into adjacent precincts or contribute to an overall management strategy involving a number of precincts.

Section 2.2 on Recreational Activities discusses visitor use of the centre which will be pedestrian based and includes the development of footpaths, car parks and picnicking facilities.

A number of facilities, including a community building, are needed in the centre, hence the re-creation of the Mechanics Institute (commenced in 1983). There is also a need for a public toilet and a licensed hotel providing accommodation. It is recommended that a hotel be re-created (probably the Star, although other possibilities include the Empire or Grand Junction). The simple store which once existed on allotment 39 could be rebuilt as a public toilet (see 2.4.3).

These buildings should be accurate in their exterior design to the original buildings of the mining period. Their infrastructure however, will be modified to suit their intended use.

New commercial development will not be encouraged as several shops already exist (Gold Era Shops, four at the Mechanics Institute, one milk bar). Any development that is permitted, such as the re-created Star Hotel, will be concentrated in the historic town centre.

Residential development within the centre will require careful consideration by the Shire with expert advice through WHAAC to ensure that designs are accurate re-creations from the mining period (see 1.2.7).

Creek walling is necessary within the centre, particularly near the Rotunda where it is highly visible to the public. Quality dry stone or wooden walling would be more suitable than gabions. There is also a section of stone fencing near the fire station which is unsightly, as parts of it have been incorrectly rebuilt. Special reconstruction works are required to remove wet stone sections and replace them with quality dry stone walling (see 5.2.3).

Management Prescriptions:

- *Historic place and visitor use management will be concentrated in the historic town centre*
- *Development works will be as historically accurate as possible*
- *Re-creation and restoration will be the only form of building development in the historic town centre*
- *Interpretation and information will be emphasized in the historic town centre*
- *Vehicle use of the historic town centre will be discouraged*
- *Pedestrian access and use (e.g., picnicking) will be encouraged*
- *Commercial development will be concentrated in the historic town centre*
- *Creek stone walling and stone fencing will be repaired and reconstructed using dry stone walling where possible*

Precinct 2 Cemetery

This precinct includes the original track up to the cemetery and the cemetery itself. The original cemetery was established in 1873 and a small area added in 1968.

The cemetery is the most complete site remaining of Walhalla's mining period and is regarded as one of the most significant historic cemetery reserves in Victoria. Many people from the mining period are buried here, some being famous both in Walhalla and outside the district.

Description

The cemetery is on a steep hillside with graves cut into the hill with stone walling on the down hill side. A total of 1,150 people have been buried in the cemetery since it opened but only 196 graves can be located today (Harrington, 1975).

According to cemetery plans and present observations the graves are roughly set in north-south rows. Paths, which are remnant structures today, meander through the grave sites. Several paths were added in 1960, but they are not on original lines.

Pines planted in the mining period have grown to massive 70 to 80 year old trees, many of which have broken retaining walls or have grown out through graves.

A sextons cottage built in 1886 has fallen into disrepair.

The first restoration task began in 1982 to remove blackberries, repair headstones and construct paths. The Walhalla Cemetery Trust has continued this work. In 1984 a picket fence, similar in style but lower than the original, was erected around the complete cemetery apart from the eastern boundary and included the section added in 1968.

The cemetery is still open for internments.

Management and Development

The conservation of this precinct is important to Walhalla because of its historical significance and appeal to visitors. Site conservation and improved aesthetic appearance are of particular concern as are better interpretation and visitor facilities.

The Walhalla Cemetery Trust will continue to manage the cemetery with assistance and expert advice from the managing bodies. Recommendations in the Trust's Management Plan should be adopted by WHAAC and the managing authorities.

Management Prescriptions: (from The Cemetery Trust's Management Plan)

- *Sites degraded by vandalism will be restored and future damage made good as it occurs*
- *Paths will be reconstructed along original lines only*
- *Interpretation facilities will be improved*
- *The aesthetic appearance of the precinct will be improved*

- *The Sextons Cottage will be reconstructed*
- *Pines will be pruned when limbs are dangerous and removed when in danger of falling*
- *Erosion control works will be implemented*
- *Damaged or degraded headstones and grave sites will be restored*
- *Future interments and remembrance stones will be in an appropriate style*



A recent view of the cemetery showing the Sexton's lodge, on the remains of the one built by James Barry the undertaker in 1886. The graves were either set on rubble stone walls or cut into the hillside and headstones varied from simple wooden crosses to elaborately carved wood or stone. The Shire is growing cuttings from the old trees which will be used to replace the ones that are removed.

Precinct 3 Railway Yard

The Railway Yard precinct is bordered by the Walhalla Forest Road, Brunton's Bridge Road and the Stringers Creek/Little Joe Creek confluence.

All of the precinct comprises public land including land reserved for tourism promotion and a Stream Reserve. This precinct also includes the arch over Stringers Creek.

The Railway Yard precinct represents the remains of an historic narrow gauge line, one of only four in Victoria. The line from Moe to Walhalla was the most expensive in Victoria. The construction within the steep Stringers Creek Valley was a significant engineering achievement but major historic sites are limited to the landform and the arch over Stringers Creek.

History

The railway opened in 1910 to complete the narrow gauge line (two foot, six inches) from Moe to Walhalla. The arch over Stringers Creek was completed in 1913 to provide a foundation for the railway station built in 1913.

The railway arrived just prior to the closure of the mining companies and the end of the mining period (c.1914) and was used to remove the majority of buildings from Walhalla. It finally closed in 1944.

Description

The precinct is the first development encountered by visitors entering the town from the south.

No original buildings remain in the yard, although a number of sites exist in part including the arch over Stringers Creek and the landform.

Several buildings were constructed between 1970 and 1982 in the Railway Yard in an attempt to replicate the historic railway and provide a tourist attraction. These included a railway station, a shop, an engine shed and a work shed. A two-storey hostel, a replica miner's cottage and a log cabin were also built. Since that time the shop, the station contents and the veranda have been removed.

The railway station, although intended to replicate the original, is only remotely similar in style, and was built in the wrong location with non-sympathetic materials. The engine shed, although in the right location is of the wrong material (brick instead of iron).

The land is currently overgrown and has been generally neglected, except for the log cabin, hostel and cottage which are inhabited. The unsightly remains of a poppet head have been deposited near the arch.

The realignment of the Forest Road over the arch (1960) has resulted in major earth works covering most of the original station site.

Management and Development

Land status within the precinct includes a Stream Reserve, Promotion of Tourism Reserve and a section of public land leading to the Bruntons Bridge Road Reserve. The land was once managed by the Shire of Narracan under a Committee of Management and is now managed by CFL.

There are two current development options for this precinct. They are a railway museum or a car park. Either option would involve the use of the replica railway station and surrounding land.

Option 1 - Railway Museum - There is a proposal to restore and open the station and yards as a museum recalling the 1910-1942 Walhalla railway era. The proposal includes plans to relay narrow gauge track, display authentic Walhalla historic railway items and interpret artefacts within the yard. This museum would benefit tourism and public interpretation of Walhalla's rail history, particularly if one of the NA class engines could be returned to Walhalla for display. The proposal also includes using the railway station building and the engine shed.

Option 2 - Car Park - The precinct could be used as an initial car park and information centre. Removal of the poppet head would allow space for forty cars. The construction of a car park would be consistent with the strategy of moving cars away from the historic town centre (see 2.3.3).

A Railway Museum is the favoured option but depends on the resolution of building tenure, the museum development application and its approval by the managing authorities.

The car park option should be implemented as an interim measure prior to the Railway Museum proposal being considered. If the museum proposal is not successful, the precinct should continue as a car park and initial information centre.

Building Tenure - As buildings in this precinct are on public land, building tenure is the responsibility of CFL. There is a building tenure problem within the precinct as a result of the 1970 - 82 tourist venture. The log cabin, hostel and replica miner's cottage are illegally occupying public land and should be removed. The engine shed and the workshop shed are being occupied illegally. The occupiers should be directed to vacate these buildings.

Protection of Historic Features - Where possible development should attempt to preserve historic artefacts. This includes the conservation of the landform.

A Railway Museum would not only assist conservation but would enhance and interpret the historic site. The development of the car park would require careful planning.

Management Prescriptions:

- *The existing replica station building will be completed*
- *The precinct should initially be developed as a car park and information centre*
- *The development of a railway museum should be encouraged*
- *The railway museum proposal would only display material from this narrow gauge railway*
- *CFL will resolve building tenure*
- *Historic artefacts will not be covered by future development and will be interpreted as original features*

Precinct 4 Chinese Gardens

The Chinese Gardens includes the space covered by the Watering Purposes Reserve (allotments 123 C and 123 A, designated an Area of Historic Interest), the Stream Reserve and public land. There are few historic artefacts in this precinct but the landform is considered significant. This was one of the few places occupied by the Chinese in Walhalla.

History

The Chinese Gardens were used by a small group of Chinese market gardeners in the mining period. They used one of the few level, fertile river flats to grow vegetables for the people of Walhalla. They occupied both the titled allotments, the Stream Reserve and the public land within the precinct.

Since the mining period the land has been purchased by a number of individuals. A small house was built on the public land segment in the 1960's near the two allotments and the land was used as a small hobby farm.

In April 1982 the National Parks Service purchased the land with the intention of creating a low key camping site for Walhalla.

The two allotments (123C and 123A) have recently been reserved as an Area of Historic Interest under the Crown Land (Reserves) Act.

Description

The precinct is divided into two by the meandering Stringers Creek and contains two alluvium flats created by the creek. A low spur runs between the two flats upon which the track to the Walhalla Forest Road is built. The house and farm yard were built on this spur in the 1960's. The house was removed in March 1986 to begin the construction of the camp site.

Historic artefacts include the remains of a house and mine shafts in the northern section and the remains of the water flume in the southern section.

Management and Development

This precinct is located at the northern end of the town. It has ample flat land, a good water supply (Stringers Creek) and easy access for both pedestrians and vehicles. It is ideally suited as a camping site away from the centre of Walhalla (see Figure 8, page 58).

The precinct will be available for camping when unrestricted street-side camping is stopped (see 2.4.5). CFL began developing the camping ground in March 1986. Further work is expected to continue for another year.

It is recommended that hikers camp on the northern section of the precinct in order to reduce development over the creek and within the northern flat.

E coli bacteria counts are a major concern in Stringers Creek. Continuous monitoring of the creek at the Chinese Gardens is necessary to keep a check on water safety.

The Chinese Gardens is an important destination for tourists as the town ends here. It is necessary to link the precinct to the centre via an extension of the Tramway Track thereby allowing visitors to walk the full length of the town. This pedestrian track will also provide a link between the North Gardens and the Chinese Gardens for campers (see 2.2.3).

Historic Protection - Only the landscape is of historical significance within the precinct. It should be retained by keeping the two alluvium flats clear and level. This is easily achieved by allowing camping in these flat areas and restricting development to other locations.

Although minor historic artefacts are not significant their conservation should be encouraged to contribute to the overall historical character and to assist minor interpretation of the site, ie:

"... Camping is permitted in the Chinese Gardens where the flat areas of the original market gardens can still be seen..."

Management Prescriptions:

- *Development of a camping ground at the Chinese Gardens should continue with the design that includes a campsite for hikers*
- *The creek will be monitored for E. coli bacteria levels*
- *The precinct will be connected to the adjacent precinct and North Gardens by the Tramway Track*
- *The alluvium flats will be kept clear of future development*
- *Historic artefacts will be conserved from development where possible*





In 1912 William Broadbent wrote that "the only vegetables in Walhalla are grown by Chinamen". He was particularly impressed by their "beautifully laid, and beautifully kept" market garden and its flume irrigation system (see previous page). Only an area of cleared flat land remains (to the left below the bank).

Precinct 5 Long Tunnel Extended Mine

The LTEM includes allotments 123 B (Tourism Purposes Reserve), allotments 162, 113 and 112 (Area of Historic Interest Reserve), the public land between these allotments, a section of the Stream Reserve and sections of allotment 110 and 111.

It is an important mining site containing a large number of original artefacts recovered from inside the mine and is at present the only historic mining place open for public inspection.

History

The Long Tunnel Extended Gold Mining Company began in 1870 taking over minor working on the site by the North Hercules Company. The company was never connected with the Long Tunnel Mining Company.

The company sank a shaft 923 metres below the underground machinery chamber and produced 13.7 tonnes of gold, making it the fifth richest mine in Victoria.

From 1870 to 1904 the LTEM company used the crushing battery of the Old Walhalla Gold Mining Company which was owned and operated by the Long Tunnel Company. In 1904 the LTEM company constructed its own battery at the mine site which crushed ore until the mine closed in 1914.

In 1928 a pair of five head stampers were taken from the Eureka Mine at Maidentown and set up at the LTEM battery site to crush ore from the Black Diamond adit from 1928 to 1935. This battery was powered by a crude oil motor.

In 1935 one of the five head stampers was taken to the Earl Reef below Fultons Creek and the crude oil motor taken to the State Battery at the North Gardens. The crude oil motor was later returned to the LTEM.

In the 1960's and 70's the main adit remained open to visitors. In 1975 the adit was closed off by the Mines Department. From 1975 to the present day the mine has been re-opened and developed as a major tourist attraction by the LTEM Committee of Management. Recently the Walhalla Joint Venture Project has shown some interest in recovering and exploring the LTEM shaft (see 3.1.2).

Description

The precinct is dominated by the original mullock heap which has been added to by recent recovery work organised by the Committee.

On the top of this mullock heap, which fills the entire gully, is a shed used as the workshop, office and storage place for the operation of mine tours.

A large number of artefacts, mainly recovered from the Thomson Valley before the dam was constructed, are situated on the mullock heap and around the shed.

Below the mullock heap is the ten head Harbinger Stamper which was brought in from Aberfeldy in 1979 as an initial step in re-creating a battery for tourism.

A shed has been built on the site of the original battery. Among other things it stores the crude oil motor used in the post mining period. The five head from the Earl Reef still remains in position behind this shed and beside it stand the original boiler blocks.

The LTEM adit and machinery chamber have been recovered and offer an excellent display of *in-situ* original artefacts for interpretation. Another small adit is also exposed nearby.

Management and Development

The Committee of Management will continue to manage the major part of this precinct as one of Walhalla's main tourist attractions. They will operate in consultation with CFL and on advice from WHAAC.

This precinct offers an excellent opportunity to provide first hand information on the way gold was mined in Walhalla's heyday. As gold played such an important part in the history of Victoria, this site makes an invaluable contribution to the national heritage. This is particularly so as nowhere else in the State offers such a comprehensive understanding of the historic process of gold mining.

The standard of information and interpretation will be further improved by continued recovery of the machinery chamber and the main shaft, the construction of a museum and the re-creation of the battery.

Museum - The museum is to be constructed in the work shed near the adit. This shed will be appropriately extended and modified. It will accommodate historic artefacts and give extensive information (flow charts, etc) on gold mining. Visitors will be able to tour the museum while waiting for the next mine tour.

Outside Display - A variety of machinery recovered from the Thomson Valley, including trolleys, skips and steam engines, will be restored, displayed and interpreted on the mullock heap.

Harbinger Stamper - This battery has been erected in the wrong site so it is recommended that it be removed and a battery re-created on the correct site in the LTEM Reserve. The flat ground at the Harbinger makes battery re-creation impracticable as there is no natural gradient to show the operation of the amalgam plates and wilfley tables.

Battery Re-creation - A battery should be re-created at the original LTEM battery site where the five head from the Eureka Mine remains. The existing shed should be extended west to cover the five head battery. The sister five head stamper at Earls Reef should be recovered and erected at the LTEM. Wilfley and amalgam tables etc., could then be constructed under the shed to produce an operational battery. The battery would initially be powered by the crude oil engine. The re-creation of the battery would complement the mine tours and museum.

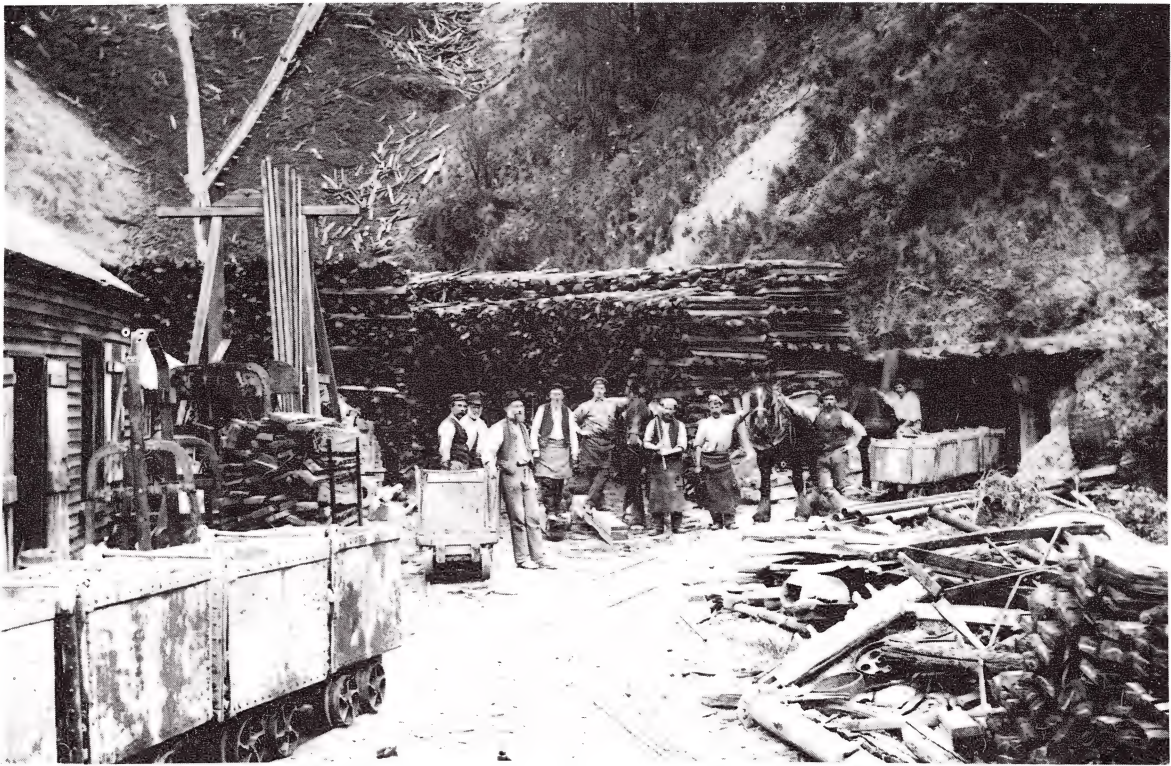
The possibility of using the battery as a State Battery for commercial crushing should be investigated as this would attract funding for the project. Such a project would only be on the understanding that the battery remained open for public tours.

Mine Tours - Restoration of the chamber and exposure of the main shaft will greatly extend the tourist attractions at the LTEM. Audio and visual displays throughout the adit and chamber will also improve interpretation and information on gold mining, on the artefacts on view and on the history of the LTEM.

Parking - Parking is to be discouraged at the LTEM but some space will be set aside for cars and buses to set down and collect passengers unable to walk up from the formal car parks. This will mean widening or replacing the existing bridge.

Management Prescriptions:

- *The museum will be constructed to display gold mining historic artefacts*
- *Extensive interpretation and information on gold mining will be provided to the visiting public*
- *Machinery will be restored and positioned as an outside display*
- *The Harbinger stamper will be removed from its present position and should be returned to Aberfeldy*
- *The LTEM battery will be re-created on the correct site*
- *Space will be available for cars and busses to set down and pick up passengers*
- *The bridge will be widened or replaced*



Miners standing in front of the adit to the Long Tunnel Extended Mine in 1896. The erosion in the background was caused by the logs being shot down the hillside as the trees were cut, destroying what was once 'the most beautiful gully in Walhalla'. In 1899 the Railway Committee estimated that the mines in Walhalla were consuming 34,000 tons of timber a year in fuel alone.

Precinct 6 Cricket Ground

The Cricket Ground precinct includes the Recreation Reserve, the adjacent cleared land and the parking space immediately outside the Reserve.

The original landform within this precinct is complete, making it an important historic attraction.

History

The Cricket Ground was constructed in the mining period on a high piece of flat land which was extended by removing some earth at the northern end. Apart from tennis and bowling in the town, it was the focal point for recreation in Walhalla. The ground was used for football and other outdoor sports as well as cricket. A grandstand was built at the northern end for the large crowds. Many of the spectators camped overnight, attracting itinerant tradesman who did good business supplying food and drink.

A number of famous people played on this ground and football and cricket teams from Melbourne often played the local sides without success.

Since the end of the mining period the ground has been used occasionally for sporting activities which has helped to keep it clear of vegetation. The last organized match was in 1985 between two Melbourne cricket clubs.

Description

The cleared playing field at the Cricket Ground now covers an area of 0.8 hectares with tall regrowth on the perimeter. Remaining artefacts include the stumps of the grandstand.

Two walking tracks and one road lead to the ground. One track zig-zags up to the precinct from the main road near Spetts Cottage. The road access track approaches the ground from the northern end of the Walhalla Historic Area. The other walking track is an extension of this track and comes down to the clearing near Windsor House but is severely eroded.

The road access track and the eroded track are both barricaded where they reach the clearing to prevent vehicle use of the Cricket Ground. Nonetheless it is still possible to pass these barricades.

A cricket pitch has been constructed on the ground.

Management and Development

The Reserve and the surrounding public land is managed by CFL who maintain the walking track and road access.

Very few management works have been carried out within the precinct although a fair amount needs to be done to improve it for visitor use.

Access - Vehicle access is necessary to service the precinct. The road to the ground will be upgraded to all weather conditions. Visitors will be encouraged to walk up the zigzag track, rather than drive up the service road.

The eroded track will be barricaded at its beginning near Windsor House and where it connects to the zigzag track. The barricades at the ground will also be improved to prevent vehicle access.

Sporting use - Sporting use of the ground should be encouraged in order to re-create its traditional use. If the playing field was upgraded and the pitch repaired the precinct would be very suitable for family football and cricket and for organised matches.

It may be possible for the managing authority to generate revenue for works at the Cricket Ground by inviting cricket clubs and sporting groups to go to Walhalla for their annual social days or weekend trips citing the historic cricket ground as a special attraction.

Management Prescriptions:

- *Facilities for sporting use of the ground will be improved*
- *Pedestrian access will be encouraged*
- *The eroded track will be barricaded and revegetated*
- *The vehicle access track will be improved*
- *Use of the ground by cricket clubs and other groups will be encouraged*

Precinct 7 Maidentown

This precinct includes the settlement at Maidentown identified by its allotments and the surrounding bushland. It is the most complete outer settlement associated with Walhalla's mining period and has more artefacts and historic landform than the four other outer settlements of Mormontown, Western, Black Diamond and Happy-go-Lucky.

The small number of weekend residents at Maidentown give it a lived-in atmosphere which the other settlements have lost.

History

Maidentown supported a number of mines including the Eureka Mine which produced approximately 1,000 ounces of gold. The population during the mining period was small with 25 dwellings in total, many on public land (Sumner, Johnstone, 1981). A number of notable residents connected with the Walhalla township lived in the settlement during the mining period.

After the mining period the population subsided, but unlike the other outer settlements, occupation of the land has continued until the present day. This is because of the titled allotments at Maidentown.

Description

Some parts of the settlement have been cleared areas and recent development has taken place on a number of allotments.

Historic artefacts include chimneys, house ruins and historic vegetation. Of particular historic value are the Winden hut ruins (S 29 - see illustration on page 29). There are also three historic chimneys, two of them on public land. The historic vegetation includes pines, conifers and oak trees.

Recent developments at Maidentown include buildings on allotments A, B, H and J and the fencing of allotments one and three. The Winden hut ruins have been modified with building material and misused as a shelter. An unauthorized enclosure for horses has been constructed nearby.

Management and Development

Although the allotments form part of the Walhalla township, Maidentown will be managed separately as a defined precinct by CFL and the Shire. Management will continue at the present level of minimal development and limited services. This will allow the settlement to remain a quiet place for weekend residents and a relatively undisturbed historic place for visitors.

Development will be limited to improving visitor facilities, interpretation and maintenance of historic sites. Works will be limited to maintenance of the Maidentown track and the servicing of the proposed picnic site by CFL.

Pedestrian Access - Visitors will be encouraged to walk to Maidentown from Walhalla.

Facilities - A picnic site will be constructed at Maidentown for day visitors. This will consist of tables and an information board but no barbecues or rubbish bins.

Interpretation - Information and interpretation of artefacts will be minimal. The information board at the picnic site will consist of a map, history of the settlement and interpretation of the Winden hut ruins and the near-by fireplace. No signs will be erected by the hut or fireplace at S 30.

Historic Conservation - The three major historic sites (hut ruins and two chimneys) will be protected from deterioration and vandalism. The building material added on to the Winden hut ruins and the enclosure will be removed to discourage illegal use. Work will also be done to preserve the stone construction of the hut and the two chimneys.

Road Maintenance - The Maidentown track will be maintained by CFL to two wheel drive standard from the Bruntons Bridge Road to Maidentown. Although the northern section of the track past Maidentown is difficult to negotiate in winter, it should be maintained to two wheel drive standard.

Management Prescriptions:

- *The Shire and CFL are responsible for managing this precinct*
- *Development and services will be minimal*
- *Access along walking tracks from Walhalla will be encouraged*
- *A low key picnic site will be developed*
- *Interpretation and information will be minimal*
- *Historic sites will be restored and preserved*

Precinct 8 Thomson River Recreation Area

This precinct includes the Thomson River, Stringers Creek confluence and the immediate surrounding area including the Road Reserve, sections of the Stream Reserve and Promotion of Tourism Reserve. The historic railway bridge (see illustration page 64) is the most significant site in the precinct and the most complete remaining site of the Walhalla railway.

History

The precinct includes the site of the rail and road crossing over the Thomson River which were two of the three main transport routes to Walhalla during the mining period, the third being from Toongabbie via Bruntons Bridge.

A tailings battery was constructed near the end of Stringers Creek. It consisted of a machinery shed and water wheel for working the sands carried down by water from the mines.

In 1932 a new road bridge was built to improve access to Walhalla. The bridge has been modified at various times, notably in the 1960's when the road was sealed.

In recent years the Thomson River Recreation Area has been improved by the creation of a picnic site and camping site west of the Thomson River.

Description

The railway bridge built in 1904 still crosses the Thomson River although most of the original wooden decking has been removed. The steel trestles and girders and the remaining decking are in good condition.

The road bridge crossing the Thomson River is slightly south of the railway bridge. Additional supports to the road bridge include steel braces in cement foundations and timber piles.

Building debris, including sheets of corrugated iron, lie on the railway line and the hillside just east of the railway bridge.

There is a large deposit of alluvium material from Stringers Creek at the confluence. There is also a considerable amount of bank erosion along Stringers Creek near the confluence.

A low key camping and picnic site has been developed in the precinct west of the Thomson River, signposted from the Walhalla Road as the 'Thomson River Recreation Area'. A track leading down to Stringers Creek has been barred with a locked gate and a 'Day Visitors Only' sign. Picnic facilities (barbecues and tables) have been provided near Stringers Creek. West of the Thomson River there are several formal camping sites, toilet facilities and a small information board shelter.

Management and Development

Although most of the precinct is managed by CFL, the Walhalla Road and the bridge are the responsibility of the RCA and the railway bridge is the responsibility of the Shire of Narracan, having been vested in the Shire by the Railways (Thomson River Bridge Act, 1962).

This precinct is to be developed as an initial recreation and information section for the Walhalla Historic Area. Although the camping site is outside the Historic Area, its facilities benefit the precinct. Both areas

can easily be managed as a single resource by CFL, providing historic attractions, camping and other recreational activities.

Interpretation/Information - The information board shelter erected at the western end of the road bridge is ideally situated to provide initial information on the Walhalla Historic Area and outline its resources in general as well as the immediate resources of the Thomson River Recreation Area.

Walking Tracks - The precinct is strategically located within a network of walking tracks. A small circuit track is proposed to encompass the railway bridge. This track would cross the railway bridge and run along both sides of the Thomson River banks to the road bridge. The railway bridge would have to be re-decked to walking standard. Improvements to the track across Stringers Creek on the eastern side of the road bridge will also be necessary.

This small circuit should be extended along the original line of the railway through the Stringers Creek gorge to the site of the Walhalla railway station. As the cutting already exists, construction of the track should not be difficult but it would have to be diverted in some sections from the original line to avoid steep gullies and unsafe bridges. Visitors could use the track to cross the railway bridge and walk into Walhalla. The track would also link up with the walking track along the railway line back towards Erica.

Two other tracks begin within this precinct. One follows the Thomson River to the old steel bridge and the other is the beginning of the Mormontown Track.

All of the tracks combined form an interesting circuit walk, as discussed in 2.2.4.

Road Bridge - The existing road bridge is scheduled to be replaced in the next five years. The Road Construction Authority is already planning a new bridge to be slightly downstream from the existing one and angled to improve the turning circle. It is recommended that steel beams be used instead of concrete, as steel bridges are more historically sympathetic in design. Steel railing should also be used even though wood is more accurate historically.

Erosion - The bank of Stringers Creek is susceptible to erosion. It is recommended that the bank be stabilized by netting and revegetated.

Litter, debris and building material should be removed to improve the aesthetic appeal of the precinct.

Management Prescriptions:

- *CFL as the principal managing authority will liaise with the Shire and the RCA*
- *CFL will manage the precinct and the adjacent camping site as a single resource*
- *The existing information shelter will be used to provide information on the Walhalla Historic Area, the precinct and the camp site*
- *The railway bridge will be re-decked and the small walking track circuit developed*
- *The railway line from the bridge to the Walhalla railway station will be opened as a walking track*
- *Walking tracks will incorporate the precinct as part of the overall network of walking tracks*
- *The proposed new road bridge should be constructed with an historically sympathetic design*
- *Erosion control works will be implemented in Stringers Creek*

Specified Land Unit 1

Mining Works Area

The mine works area comprises two places on the western side of Stringers Creek both of which are associated with current exploration.

The main works area is adjacent to the historic town centre on the site of the Long Tunnel and Walhalla Mines. Most of the site is at tramway level. The second area is on the site of the Empress Mine and is below the level of the tramway.

The main works area (see illustration page 76) is a highly significant mining site containing the workings of the Long Tunnel Company, at one time the richest mine in the world, and the Walhalla adit from which the town took its name. The historical importance of these workings and their proximity to the town centre makes this precinct a very important resource. Recent workings by the mining company have increased the significance of the site by recovering and exposing important artefacts.

History

The main works area includes the famous Incline shaft of the Long Tunnel Mine and the Walhalla (No.7) adit of the Walhalla Mine. The Empress works area includes the shaft of the Empress Mine.

The mines opened just after the discovery of gold in 1863 and produced over 1,000,000 ounces of gold (23,000 kg Long Tunnel, 4075 kg Walhalla) until their closure in 1914.

The area was covered with mining machinery and buildings, including the poppet head for the Incline shaft, boiler rooms and batteries. After the mining period all the surface installations were sold by auction to purchasers from all over the world. In 1960 the Mines Department filled in the adits and plugged the Incline shaft with concrete.

The precinct remained relatively untouched until 1981 when the mining company Walhalla Resources (now the Walhalla Joint Venture Project) began recovering the Walhalla adit and Incline shaft as an initial exploration stage of re-mining.

Description

Historical sites remaining within the works area include the machinery base for the Incline shaft, the Empress shaft, the Walhalla adit, the mullock heaps and the landform.

The mining company has constructed buildings and surface installations at both places. These include a workshop, storage shed, offices, generators, and a winch head at the main area. A workshop and water treatment tanks have been constructed at the Empress area.

The recovery process has involved mullock being deposited onto the original mullock heap. Steep tracks have been constructed from the creek level up one section of the Long Tunnel and Empress mullock heaps to gain access to the mining areas. The tramway has been widened as part of the track to the main works area.

The rough walking track from the road to the main works area is the beginning of the Alpine Walking Track. It is used by visitors to the mine and also by miners using the changing rooms on CA 32. The main works area and the Empress works area are connected by a section of the Tramway Track and a rough track leading down from the tramway to the water treatment tanks.

The company has installed round the clock lights in the main area. Powered by the generator, they extend down the rough walking track to the main road.

Exploration work to date has involved the re-entry of a number of shafts and adits including the Incline and Empress, and the Walhalla adit. The Walhalla adit has been recovered to level three including the machinery chamber, and the Incline has been recovered to level nine.

The company has also extended its surface operations outside the works area. It has tested sites immediately west of the precinct and at Mormontown, explored the Tubal Cain Mine, dumped mullock on the former tennis courts and explored other adits including Reileys and Peters. These operations are considered to be a part of general exploration which cannot be confined to a specified location.

Management and Development

There are a number of managing authorities involved in the precinct.

All works carried out by the mining company must be approved by the Department of Industry Technology and Resources (DITR) through mining and development leases. As the works area is on public land and a section of the Stream Reserve, CFL must approve occupation and development. The Shire must also approve development as the company is a private enterprise. A number of other bodies such as the Environment Protection Authority and the Latrobe Regional Commission become relevant authorities involved with the mining company under various Acts.

The Ministry for Planning and the Environment may require the preparation of an Environment Effects Statement if mining proceeds to the operational stage.

Works and Development have continued since 1984 with close liaison between the company and the managing authorities. Most of the works area consists of the mining operation, permits for mining activities have generally been approved. However, a number of management and development works need to be carried out for aesthetic and environmental reasons as well as to improve management links with adjacent precincts.

Appearance - Works by the company should continue to improve the appearance of this highly visible area.

Conservation - Important conservation values to be protected include the retention of the landform, particularly the Long Tunnel mullock (see illustration page 76) and minimal disturbance to adjacent precincts by mining operations.

The mullock is a significant historic site requiring erosion control works and visual upgrading when necessary (e.g., debris removal). Further alteration to the mullock by the mining company should not be permitted.

Alterations to the landform have been necessary in order to widen the tramway to gain access to the mine workings and clear working space at the main area and the Empress area. Further alterations to the landform should not be encouraged, although some changes may be necessary for further exploration and future mining plans. Such changes will be kept to a minimum.

The exploration stage of mining also involves changes to sites outside the works area. These include access roads to adits and test sites, clearing land for test drilling and the disposal of mullock. Where possible existing road alignments or formations should be used in preference to creating new changes to the topography. Where new works are carried out, changes should be kept to a minimum.

Stringers Creek - The creek is crossed to gain entry to the main works area via a temporary floodway which pollutes the creek with soil and vehicle oils. As the site is unsuitable for the construction of a bridge, a permanent floodway (a low level bridge above the water line for most of the year) is recommended. The ford at the Empress works area which is not used on a regular basis should remain.

Water discharge from the mine de-watering operations flows into Stringers Creek. Although the quality of this discharge from the treatment works is acceptable, continuous monitoring is necessary, particularly if mining commences.

Mining Proposal - At present the company is undergoing the exploration stage of mining. Future plans for mining will be subject to many factors and the approval of the managing and other relevant authorities.

The various options and discussions concerning mining are detailed in Section 3, Management of Mining. The discussions consider the benefits and conflicts with other resource values in the light of present and future mining technology.

Managements Prescriptions:

- *Close liaison will continue between the company and the managing authorities*
- *The appearance of the works area will continue to be improved*
- *Alterations to the existing landform will not be encouraged*
- *Necessary changes to the landform will be kept to a minimum*
- *Changes to the landscape outside the works area as a result of exploration will be minimal*
- *Water discharge into Stringers Creek will be monitored*
- *The main creek crossing will be upgraded to a permanent floodway*
- *The mining proposal will be carefully considered*
- *Where possible development works will be confined to the existing works area*

Specified Land Unit 2

General Township

This unit includes those places within the township outside the defined precincts and is the setting for the historic town centre.

History

The general township once incorporated major commercial and residential development along the road and creek, including a number of mines and batteries such as South Cohens, Empress, Emperor, Stringers Creek and Molesworth, and the Just in Time. Commercial buildings included numerous hotels and general stores.

Development after the mining period was limited. The original stone building and timber house at the Walhalla Lodge Hotel site was converted into a guest house in the 1920's. After World War Two a second storey was added. When the Star Hotel burnt down in 1952, the licence was transferred to the guest house which was converted into a hotel in 1953 (*Walhalla Conservation Study*, 1984). Over thirty years later this hotel too was destroyed by fire, in December 1986.

Other developments included the construction of the State Battery in the North Gardens in 1945, the diversion of sections of the creek and sealing of the road in 1960, restoration of historic buildings such as the cottage on CA 85 and the former Elliots Bakery in 1975 and the construction of several modern buildings and picnic and camping facilities.

Description

Historic buildings include the former Elliots Bakery, Stone Cottage, Linga Longa, Spetts Cottage, Magnolia, Barkley Square and three other cottages (B17, B20 and B11).

A large number of open spaces have been landscaped for picnic and camping. These include the North Gardens camping site and the picnic site near the cemetery.

The former tennis court near the cemetery (see illustration page 84) is being used as a mullock dump by the mining company. A picnic site and car park is currently being developed in the area south of the former Post Office.

Management and Development

Buildings - Sympathetic development which will complement the historic town centre is needed in these parts of the town because of its visibility. Development may also include re-creation where appropriate (see 1.2.7).

Picnicking/Camping - Picnicking facilities and formal camping will be encouraged at sites away from the historic town centre. The areas opposite the former tennis courts and the North Gardens are both suitable for camping. Possible picnic spots include the main car park, the camping areas and near the Cemetery.

Parking - Cars and buses will be encouraged to park in the car parks in order to restrict vehicle movement within the historic town centre. Parking will be south of the former Post Office, adjacent to the LTEM precinct, and near the Cemetery. Buses will turn at the main car park and may eventually turn at the LTEM or the North Gardens (see 2.3.3, 2.3.4).

Interpretation - A major interpretation and information board will be constructed at the main car park (see 2.5.4). Other interpretation facilities will be minimal.

Specific locations will be identified where modern development can occur such as the former tennis court area and the North Gardens.

Houses, buildings and other locations without modern development will be interpreted in the Walhalla Brochure in order to reduce signs within the town (see 2.5.6).

Pedestrian Movement - The Tramway Track provides access along the length of the town and offers excellent views of the valley. A track will be constructed to connect the road to the Tramway in the southern section of the town. The Tramway Track will also be extended to the Chinese Gardens precinct (see 2.2.3).

The restoration of several old footpaths is planned, including the conservation of some original sections, encouraging tours of the town on foot (see 2.4.7).

Management Prescriptions:

- *Development will be sympathetic in design to the mining period*
- *Re-creation will be permitted where appropriate*
- *Picnicking and camping will be encouraged*
- *Vehicle movement and parking will be developed in areas outside the centre*
- *Apart from the major interpretation board at the car park, interpretation will be minimal*
- *Pedestrian facilities will be developed*



The main street of Walhalla in 1896 looking north. The steep angle of the boundary fences can be seen below the cottages perched on the hillside. Within twenty years nearly 300 buildings had been dismantled and taken away by the railway which had been greeted by the townsfolk as the harbinger of a new era.

PART VI - APPENDICES

Appendix A - Definitions, Abbreviations and Phrases

Adverse Possession - the use of land by an occupier without the consent of the registered owner.

Approving authority - the body who approves works proposed by the Shire. This is the Ministry for Planning and Environment.

CFL - the Department of Conservation, Forests and Lands.

Creek level - the distance underground of horizontal workings on a particular horizon created in the mining period. In Walhalla levels are usually about every 30 metres relative to Creek level being zero.

DITR - the Department of Industry, Technology and Resources

Exploration - the search for minerals and the testing of ore bodies for mineral content.

Freehold Land - titled land owned by a particular party which may include government bodies.

Good Title - the occupier of freehold land is the registered owner as opposed to adversely possessing the land.

Historic Area as distinguished from the Walhalla Historic Area means the land recommended by the Land Conservation Council 1976 to be reserved as an Historic Area *plus* the outer settlement of Maidentown, and excluding the Walhalla Township.

Historic Place - site, area, building or other work from the mining period.

LCC - the Land Conservation Council of the Ministry of Planning and Environment.

LTEM - the Long Tunnel Extended Mine.

Managing Authorities - the government bodies responsible for the management of land in the Walhalla Historic Area. These are the Department of Conservation, Forests and Lands and the Council of the Shire of Narracan.

Mining 1 - the recent venture by the mining company to recover and explore the abandoned mines and new sections of Cohens Reef in the current exploration stage and the possible future mining and processing stage.

Mining 2 when used with processing means the mining stage following exploration involving the extraction and processing of ore.

Mining Period - the boom mining heyday of Walhalla from the discovery of gold in 1863 to the closure of the Long Tunnel Mine in 1914.

Modern Period - from the end of the second world war (1945) to the present.

MPE - the Ministry for Planning and Environment.

New Gazetted Township - the smaller township of 72 hectares proclaimed in 1983.

Original Gazetted Township - the large township of approximately 1,520 hectares proclaimed in 1895 and amended in 1909.

Outer Settlement - the satellite towns which were created in the Historic Area during the mining period including Black Diamond, Western, Mormontown, Maidentown and Happy-go-Lucky.

Plant - the gold mining processing machinery, including the ball mill, which would be constructed for a possible future mining operation.

Post mining period - the period immediately after the mining period to the end of the Second World War, 1915 to 1945.

Public Land - land under the control of the Crown.

RCA - the Road Construction Authority.

Re-creation - the accurate reconstruction of a building or site in its original location.

Relevant Authority - a statutory authority responsible for administering a particular Act.

Reserved Land - land under the control of the Crown, reserved for a particular purpose.

Responsible Authority - the government body responsible for administering the Town and Country Planning Act 1961. This is the Shire or MPE.

Shire - the local government body empowered under its various Acts, that is the Shire of Narracan and its Council.

Site - see *Historic Place*

Walhalla Brochure - a new brochure to be created with improved information and interpretation as a result of the management plan.

Walhalla Historic Area - the land recommended by the Land Conservation Council 1976 to be reserved as an Historic Area plus the outer settlement of Maidentown, and including the Walhalla township.

Walhalla Township - the land reserved under the Land Act 1958 and proclaimed as the new township boundary on 17 May 1983

WHAAC - the Walhalla Historic Area Advisory Committee. A multi-disciplinary body set up to give management advice to the managing authorities and liaison between interested groups.

APPENDIX B - LOCATION OF SIGNIFICANT VEGETATION

SIGNIFICANT TREE NUMBER	LOCATION	SPECIES	STUDY CLASSIFICATION	NATIONAL TRUST
V1	CA25	<i>Platanus X acerifolia</i>	B	Recorded
V2	CA25	<i>Cordyline australis</i>	A	
V3	CA39	<i>Pyrus</i> spp.	C	
V4	n-w of fire station	<i>Cedrus</i> spp.(<i>Cedrus atlantica</i>)	C	Recorded Classified
V5	CA71	<i>Betula pendula</i>	C	
V6	CA50	<i>Liquidambar styraciflua</i>	C	
V7	west of CAs 53 & 54	<i>Populus nigra 'Italica'</i>	B	
V8	CA64	<i>Pyrus</i> spp.	B	
V9	CA64	<i>Populus nigra 'Italica'</i>	B	
V10	adjacent to CA69	<i>Salix</i> sp.	B	
V11	south of town area	<i>Populus</i> spp.	B	
V12	west of CA4A	<i>Quercus</i> spp	B	
V13	opposite cemetery path	<i>Pinus radiata</i>	B	
V14	CA5	<i>Cordyline australis</i>	A	
V15	CA6	<i>Camellia japonica</i>	A	
V16	between CA20 & 22A	<i>Pinus radiata</i>	C	
V17	between CA20 & 22A	<i>Pyrus</i> spp., <i>Prunus</i> spp.	B	
V18	west of CA128	<i>Pinus radiata</i>	B	
V19	east of CA128	<i>Fuschia magellanica</i>	B	
V20	CA99	<i>Populus nigra 'Italica'</i>	C	
V21	CA104	<i>Pyrus</i> spp.	B	
V22	CA110	<i>Pyrus</i> spp.	C	
V23	east of State School	<i>Eucalyptus</i> spp.(various)	C	
V24	State School	<i>Pinus radiata</i>	B	
V25	north of CA141	<i>Acacia melanoxylon</i>	B	
V26	north of CA141	<i>Aesculus</i> spp.	B	
V27	CA139	<i>Pseudotsuga menziesii</i>	A	
V28	CA118	<i>Quercus</i> spp.	B	
V29	CA118	<i>Ulmus procera</i>	B	
V30	Ca121 & 122	<i>Populus nigra 'Italica'</i>	C	
V31	west of CA121B	<i>Salix</i> spp.	C	
V32	near CA121B	<i>Populus nigra 'Italica'</i>	C	
V33	CA139	<i>Magnolia grandiflora</i>	A	
V34	south of Crown land Lot 1	<i>Populus nigra 'Italica'</i>	C	
V35	Happy-go-lucky	<i>Pinus radiata</i>	B	
V36	Happy-go-Lucky	<i>Eleocharis sphacelata</i>	C	
V37	Lot Maintentown	<i>Pinus pinea</i>	C	
V38	Lot Maintentown	<i>Gymnospermae</i>		
V39	CA123F Maintentown	<i>Pinus</i> spp.	B	
V40	Cemetery	<i>Cupressus torulosa</i>	Recorded Recorded Classified	
V41	Cemetery	<i>Pinus radiata</i>		
V42	Cemetery	<i>Cupressus lusitanica</i>		

+ From *Walhalla Conservation Study* (1984)

- A Major importance to the region, state or nation
- B Major importance to the town and its environs
- C General importance, contributing to the overall, character of the area

APPENDIX C - ROLE OF WHAAC

ROLE AND OBJECTIVES OF THE WALHALLA HISTORIC AREA ADVISORY COMMITTEE

Formal Role

1. Established under the Department of Conservation, Forests and Lands to:
 - Advise the Minister with respect to the management of Crown Land within the town and Historic Area (defined as the area forming NI in the LCC's *Final Recommendations for the Melbourne Study Area*, plus that part of Maidentown outside NI).
 - Liaise with and foster co-ordination between all organisations and individuals active in the town and Historic Area
2. Established under the Local Government Act as a Formal Committee of the Shire of Narracan to:
 - Advise the Shire with respect to the management of private land and Crown land under Council control within the town
 - Advise the Shire more specifically in the handling of planning applications concerning the use or development of land within the town
 - Liaise between the Shire and other Government agencies, in particular the Department of Conservation, Forests and Lands, and the community generally

Primary Goals:

- To promote the conservation of historic elements within the town and Historic Area
- To promote conservation of the historic environment of the town and Historic Area
- To encourage development which is in sympathy with the historic and natural environment of the town and its surrounds
- To encourage the development of Walhalla as a viable and living town

Objectives:

- To provide the managing authorities for the town and the Historic Area with advice, liaison and co-ordination
- To provide expert advice on all matters which could assist organisations and individuals working within the town and the Historic Area
- To review and advise the Shire on development within the town and Historic Area
- To promote an appreciation and understanding of the historical significance of the Walhalla Historic Area
- To form sub-committees when necessary to facilitate the above objectives

APPENDIX D

Walhalla Small Town Fire Prevention Plan

1. Compilation

Responsibility for the completion and review of this plan lies with a sub-committee of the Narracan Shire Fire Prevention Committee.

This sub-committee consists of:

- The Narracan Shire Fire Prevention Officer
- A Representative from the Department of Conservation, Forest and Lands
- Representatives from the Erica & District Rural Fire Brigade of the Country Fire Authority.

2. Introduction

2.1 Brief Fire History

Walhalla has a long history of fire, although strangely has rarely been under direct threat from bush fires. In 1891 a fire from the direction of Moondarra threatened the township but there is no record of the major fires of 1926 and 1932 directly involving the town.

Numerous fires have started within the town with catastrophic effects on property and residents alike. Some of the buildings lost included:

- 1888 - Thirty buildings in central Walhalla
- 1891 - School
- 1945 - Mechanics Institute, Catholic Church and Savings Bank
- 1951 - Odd Fellows Hall and Star Hotel
- 1979 - Empress Hotel
- 1986 - Walhalla Lodge Hotel

There was a spate of house fires during Walhalla's declining years. Many of these were probably deliberately lit in an attempt to collect insurance.

A fire brigade was formed in 1871 although historical accounts indicate that the equipment was primitive and ineffective.

2.2 Recent Fire Prevention Measures

During the past 25 years or so the Forests Commission, now the Department of Conservation Forests and Lands, developed a network of fire prevention tracks on spurs and ridge tops surrounding the town and has had varying success in containing fires through fuel reduction burning.

Within the township fire prevention work has largely been fragmented and unco-ordinated. Over the years it has involved the Shire of Narracan, the Erica Rural Fire Brigade, local interest groups and private individuals

2.3 Shire of Narracan Fire Hazard Report

In a Fire Hazard Report compiled by the Department of Planning and accepted by the Narracan Shire Council the township of Walhalla was identified as a high fire hazard area.

2.4 Preparation of a Fire Prevention Plan

In recent times there has been community pressure for a co-ordinated approach to the protection of Walhalla from fire. This led to the establishment of a sub-committee in 1983 made up of representatives from the Shire of Narracan, the Country Fire Authority and the Department of Conservation, Forests and Lands.

On May 4th, 1983 this sub-committee initiated action leading to the preparation of a draft Fire Prevention Plan on which interest groups and individuals could comment, prior to its final acceptance by the Local Advisory Committee and the parties concerned with its implementation. In both preparing and implementing the plan, the need to preserve the historical features within the area was recognized. This plan is reviewed annually.

The Erica Forest District Fire Prevention Plan

Seven Fire Prevention Priority Zones were identified in the Erica Forest District Fire Prevention Plan each of which will provide protection for specific assets or areas of value. These include the Erica-Rawson-Moondarra stretch of private property, private property in the valleys to the south of the main body of forest, the Moondarra plantation and the township of Walhalla.

The principle prevention measure to be used in the Fire Prevention Priority Zones will be fuel reduction burning carried out on a seven year cycle. Where necessary the cycle time may be reduced. Burning may be supplemented by other methods of fuel reduction where environmental or economic reasons dictate, e.g., grazing or slashing. Burning will be conducted within established control lines (including green breaks) as detailed in three-year fire prevention operations plans.

Fire Prevention Priority Zones include land managed by CFL (e.g., State Forest, National Parks, State Parks, Regional Parks) as well as land managed by the Latrobe Valley Water & Sewerage Board and APM Forests. Burning in these areas may be undertaken as a joint exercise with the managing authority or the owner of the land.

1. Identifying the Problems of Fire Prevention, Suppression and Public Safety

There are six readily identifiable areas of concern:

1.1 Fire from External Sources

The Gippsland Region is generally a high risk fire area due primarily to its topography, climate and vegetation. There are many recorded and recent incidents of large and serious bush fires e.g., 1891, 1926, 1932, 1965, 1982 and 1983. Fortunately, because of its location, Walhalla has escaped the direct effects of these serious fires. Nevertheless the threat remains.

The Department of Conservation, Forests and Lands (and previously the Forests Commission) has long recognized this threat and over the past 30 year or so has acted to reduce it by the construction of fire access tracks in the forests surrounding the town, through a program of fuel reduction burning and by maintaining skilled fire suppression forces in the area. These forces have often been assisted by rural fire brigades and other local groups and individuals.

1.2 Fires Starting and Spreading within the Township

Fires which have had the greatest effect on Walhalla have been those which have started and spread from within the town, mainly from buildings. A few of the more notable are listed in section 2.1 above. The threat of this type of fire is less today than in the past because generally safer methods of lighting and heating are used and few buildings remain in proximity to each other. However this type of fire could have a disastrous effect on the few remaining historic buildings in the township.

1.3 Fires Starting within the Township and Spreading to Areas Outside

There is no record of major fires of this type but the chances of a large forest fire starting from within the township or popular visitor locations nearby have increased in ratio to the number of visitors. Such a fire may not pose any great threat to visitors but would be of concern to the managing authorities and to the residents in rural communities to the south and east of the town.

1.4 Egress

In the event of a major fire in the area, egress from the township may be hazardous. There is a good road leading to Erica and beyond and also to Traralgon. The road to Aberfeldy, Cowwarr and Seaton is not such a high standard.

1.5 Fire Suppression Difficulties

Fire suppression in and around Walhalla can be difficult because of access, topography, vegetation and the location of buildings.

1.6 Refuge from Fire

In the event of a severe fire, egress from the township may be cut or put at risk. Residents and visitors may need to seek refuge from such a fire and this is currently provided for in the adit and machinery chamber of the Long Tunnel Extended Mine. Minor improvements have been made to the refuge accommodation.

2 Alleviation of Fire Prevention, Suppression and Public Safety Problems

2.1 On Public Land remote from the Township

Prevention works in these areas will mainly consist of maintenance of existing roads and where necessary four wheel drive fire prevention access tracks as well as broad acre fuel reduction burning.

CFL will carry out the works as outlined in the Warragul Region Three Year Operations Plan.

2.2 On Public Land Outside but Close to the Township Boundary

The steep slopes create problems with fuel reduction burning in the forest areas immediately adjoining the township. There is always the possibility of controlled burns escaping and running uncontrolled uphill. Unacceptable damage to the vegetation would result. Nevertheless small areas of strategically placed public land will be fuel reduced from time to time by CFL.

In addition to fuel reduction burning undertaken by public authorities, owners or occupiers of land adjoining public land will be encouraged to remove the more flammable living and dead forest fuels (not trees) from areas up to ten metres outside their boundaries. This is in addition to protection works that they may undertake on their own land. The preferred means of fuel reduction will be by hand - reaping, burning or slashing.

It should be appreciated that a burning permit is required from CFL for burning on State Forest, National Park or Protected Public Land at any time and on freehold and occupied Crown land during the prohibited period

2.3 On Public Land within the Township

CFL is responsible for the management of public land within the township as well as for the prevention and suppression of fire. The Shire of Narracan is responsible for fire prevention work on roads and land under its control.

To ensure that a reasonable standard of protection is achieved and maintained, the work of the two agencies will be co-ordinated. This will also avoid overlap and misunderstandings. Fire prevention work on public land with the township for which the two agencies will be responsible is described below together with the role of landowners, interest groups and occupiers of Crown land.

CFL - Much of the work undertaken by CFL is directed towards recreation, such as facilities for picnicking, camping areas and walking. When developing these facilities their use for fire prevention shall be considered. (For example walking tracks if well located may also serve as control lines for fuel reduction burning. Picnic and camping areas and other public use areas may

be linked to form useful firebreaks) Areas infested by blackberries and other noxious weeds may be burnt, subsequent to spraying.

Shire of Narracan - Public land for which the Shire of Narracan is responsible consists almost entirely of roadways. Control of vegetation along the roadway will in many instances be carried out in conjunction with CFL, particularly where their land adjoins public land. Elsewhere vegetation shall be slashed or otherwise reduced along road and tracks as required.

Road Construction Authority - Maintenance of the main road through the township is the responsibility of the Road Construction Authority and as with maintenance of municipal roadways, much of the roadside fire prevention measures will be carried out in conjunction with CFL.

Role of Landowners and Occupiers of Crown Land - Many of the allotments within the township are small and buildings may be within a metre or two of the freehold allotment or rented house site boundary if it is on Crown land. In these instances approval for the removal of light fuels on unoccupied Crown land and roadways adjoining the freehold or occupied Crown land may be given by CFL and the Shire of Narracan respectively.

As a general rule all light vegetation and other readily flammable material should be removed from within at least six metres of buildings. Limbs of trees and in some instances entire trees which overhang or otherwise threaten buildings may also be removed from public land following approval of the managing authority.

Long Tunnel Extended Mine Committee of Management - The Long Tunnel Extended Mine Reserve is substantially unoccupied and as such CFL is responsible for fire prevention works (primarily fuel reduction burning) on the reserve.

Prior to undertaking prevention work CFL will consult with the Committee of Management. The Committee shall be responsible for maintaining access tracks in good order and for keeping in a safe condition those areas close to facilities and structures visited by the public.

2.4 On Freehold and Occupied Crown Land within the Township

Public agencies with responsibilities in and around the township can do a great deal to reduce the threat and the effects of fire. Landowners and occupiers also have responsibilities and through their efforts much can be achieved towards protecting lives and property.

The Ministry of Planning and Environment publication, *Design and Siting Guidelines - Bushfire Protection for Rural Houses*, is a useful guide for owners and occupiers. Further advice can be sought from the Fire Prevention Officer for the Shire of Narracan and from the local CFL and CFA offices.

Pre-fire season inspections of freehold properties and occupied Crown land within the township will be undertaken by the Fire Prevention Officer for the Narracan Shire.

If it is apparent that owners and occupiers are not taking reasonable precautions, then they may be directed by the Fire Prevention Officer or a CFL Officer to remove the fire hazard from their property.

It should be appreciated that Rural Fire Brigades, and CFL can assist with burning operations on freehold land or occupied Crown land.

3. Fire Suppression Facilities and Equipment

CFL and the Erica Rural Fire Brigade maintain the fire suppression resources in the Erica area. A trailer tanker belonging to the Erica Rural Fire Brigade is the only item of fire fighting equipment held in the township. Stringers Creek provides an unreliable source of water as flow may cease during the summer months. Improvements and additions to facilities and equipment are therefore desirable.

The most effective means of providing at least first attack capability in the township is for the Walhalla based CFL personnel to be equipped with radio communications and a small sloop-on tank to supplement the Erica Rural Fire Brigade's trailer unit.

The recent construction of a permanent fire suppression water supply (10,000 gallons plus standpipe) within the township should ensure that total reliance on Stringer Creek for water is no longer necessary.

4. Publicity and Controls

The most likely cause of wildfire within the township is through the action of residents or visitors. To minimise risks the following measures will be instituted:

- Enforcement of the General Fire Lighting provisions of the Forests (Part 1 Fire Protection) Regulations 1978
- Regulations to restrict camp and barbecue time to properly constructed fire places
- Regular patrols of areas used by the public, particularly during the period when fire lighting restrictions are in force (i.e., Prohibited Period)
- CFL to display and operate a "Total Fire Ban" sign in a prominent township location on days of total fire ban
- Publicize fire prevention measures through tourist brochures and local newspapers
- Display regulations relating to the lighting of camp fires at picnic and camping areas

5. Fire Emergencies

In the event of a major fire threatening or burning within the town, egress may be impossible or at least dangerous. Under these circumstances, residents and visitors may require a safe area.

In a major conflagration it would be extremely difficult to save property in the township. However, excellent protection for the public is provided by the Long Tunnel Extended Mine. The mine adit and machinery chamber is capable of providing refuge for at least 200 people, a figure unlikely to be exceeded during a fire emergency.

The mine tour guide and at least one CFL employee or officer should be trained to take charge of the refuge in an emergency.

Procedures to be followed in the event of a major fire emergency should be published and made available to residents and visitors. They should also be publicly displayed in the township. These procedures are shown below.

6. Three Year Plan of Fire Prevention Operations

During May each year the Proper Officer shall convene a meeting of representatives of the Narracan Shire, the Erica Rural Fire Brigade and CFL to prepare a plan of Fire Prevention Operations for the ensuring three years and to review the fire prevention works and activities of the preceding 12 months .

Works proposed in the three year plan of Fire Prevention Operations shall be clearly depicted on the maps attached to the plan. These maps shall indicate land status, existing and proposed facilities and proposed prevention works within the town environs. The person or body responsible for completing the proposed works shall also be listed on the maps.

The three year plan and a report on the previous year`s operations and activities shall be available for public inspection at the Walhalla Post Office by the 30 July every year.

7. Review of the Plan

This strategy plan is a working document and as such it's components will be subject to review at least every three years.

EMERGENCY PROCEDURE TO BE FOLLOWED IN THE CASE OF A FIRE AT WALHALLA

1. Egress from the township is poor and may be cut by fire.

In the event of a major fire in the area do not attempt to leave the Walhalla township without first seeking the advice of:

A Police Officer	-	Telephone	(051) 653 444 Rawson (051) 272 222 Moe
A CFL Officer	-	Telephone	(051) 653 304 Erica (051) 746 166 Traralgon

2. If you are advised to remain in the township and if the fire poses no immediate threat you should stay in the location advised by the officer.
3. If the fire poses an immediate threat to the township and the people within it and egress from the town is risky or impossible you will be required by one of the previously mentioned officers, or a deputy, to take shelter in the Long Tunnel Extended Mine.
4. On entering the mine please obey the instructions of the person in charge.

REFERENCES

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Notes

This management plan should be read in conjunction with the *Walhalla Conservation Plan* published by the Planning Collaborative in 1984.

For further information on the plan or the Walhalla Historic Area, please contact one of the following offices of the Department of Conservation, Forests and Lands or the Shire of Narracan:

- Historic Places Section,
240 Victoria Parade,
EAST MELBOURNE, 3002

Telephone (03) 412 4528

- Central Gippsland Regional Office,
71 Hotham Street,
TRARALGON, 3844

Telephone (051) 746 166

- Shire of Narracan,
Municipal Offices,
Princes Highway,
(P.O. Box 140),
TRAFALGAR, 3824

Telephone (056) 331 255

